

# TRAIL RIDER

MAGAZINE

July 1990 \$2.00

JOHN MONAHAN MEMORIAL  
ROCK GARDENS IN THE SPRING  
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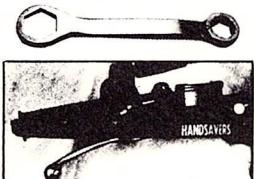
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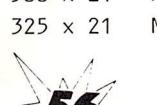
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# TRAIL RIDER

MAGAZINE

July 1990  
Volume 20 Number 7

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**On the cover:** Ron Lawson, of all people, from Cycle World magazine, snorts the Suzuki DR350S up a desert hill during American Suzuki's intro of the DR-S line. There's a taste-test of the bike inside.



There's still slime in them thar pines.

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*Riding in the Mojave gravel pit*

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**Warning:** Anyone looking in this spot for humor should stop reading right now. This is a very serious sport, and you shouldn't take riding lightly, or you're liable to get hurt like my friend Wally. Wally broke two ribs in an enduro...there, is that serious enough for you? Of course, it probably wouldn't have happened if he wasn't trying to pass his buddy on the outside of a flat, sandy, high-speed turn like Rex Beauchamp at the Indy Mile, only Rex didn't have six-inch pine trees grinning at him at the apex of the turn...come to think of it, it was a pretty toady move, Wally. The rest of you...just don't ride like geeks, okay?

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# FACTS.

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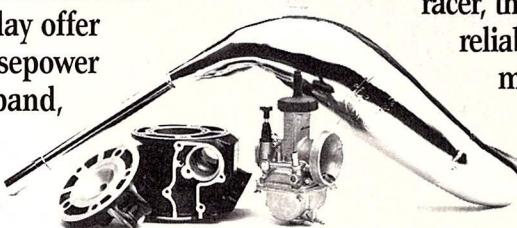
While our competition likes to exercise the "seat of the pants" method of testing, at PSI we develop maximum horsepower ratings with the use of our computer aided Superflow Dyno. The combination of our in-house Dyno and hours of track and race testing helps us compare facts and figures to give you the most effective performance over any of our competition!

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# LAST OVER

## IT'S YOUR MONEY

By Paul Clipper

As off-road riders, we are beset upon by numerous forces intent upon taking away our right to enjoy what we enjoy most (hey, that's *ride*, remember?). We've got bad publicity at the hands of the environmentalists, a bad image in the eyes of most non-riding citizens, and irresponsibility from within our own ranks. On top of this already heavy load to bear, we are being slowly crushed by the entire "business" of motorcycling. Rampant consumerism, more than anything else, is going to strangle this pastime right back down to a handful of riders if we don't stand up and shout for changes—big changes, and quickly.

What do I mean by rampant consumerism? All you need to do is look at practically any single-interest magazine, and for the worst example, pick up any of the current crop of computer magazines. Inside you will find tests of the latest, greatest, fastest, newest machines, and most testers agree that if you're still using an IBM PC instead of this model you're living in the stone age. What they're saying is "you should buy this immediately," a request that warms the heart of any advertiser and, if followed, boosts the industry with greater sales.

It's particularly ironic in computers, since the whole personal computer industry is less than ten years old. Most people using computers use them for such utilitarian tasks that the "latest, greatest" model really isn't going to do them much practical good. It's the same with us; we're heavy computer users here at *TR*, and probably outfitted just about right, but the computer mags certainly make us drool for bigger, faster, and "better" machines.

Oh. And they're also more expensive. Did we mention that?

Next, pick up a motorcycle mag, especially, sad to say, an off-road magazine. What will you find inside? Chances are there will be not a single exhaustive test of a bike, but two or three of them. Better yet, there will be a shootout, where a whole class of bikes are quickly compared and then pronounced winners and losers.

You'll then find the prerequisite "project bike," although not a multi-part disassembly and painstaking reconstruction of a machine. Rather it will be a one-shot "hop-up," full of bolt-on parts that you can clamp onto your bike and make it faster, better handling, flashier, lighter, stronger and just plain neater.

Oh. And did we mention that it all costs money? That if you did *everything* we did, you'd wind up with a \$7000 bike?

I'm into mountain bikes, so I buy a lot of mountain bike magazines, and inside I see the same thing. Tons of tests on the bewildering

array of bicycles available, dozens of product evaluations on accessories to make riding more effective, more enjoyable (and more expensive). It's the same in most street bike magazines; and you can spend five minutes scanning a magazine rack and see that just about every form of enthusiast pursuit is ready and waiting to be rammed down your throat for the low cover price of \$2.95.

Interesting and exciting, you counter? Well, yes, but doomed to fail. There are so many enjoyable facets of off-road riding, and this sort of editorial menu only offers the "what." Where are the "who, where, why, when and how?" Who are the people who are stretching the limits of our sport? Where are people riding and having fun? Why do we enjoy this so much? When can we get out with our own kind, and how can we get the maximum pleasure out of what we're riding right now?

Okay. I write this in a weak moment. I've just been exposed to hordes of maniac racers at the start of a new season, and I've been internally wrestling with my deep love for a peaceful trailride and the hot lust for brute competition. Any way you look at it racing is exciting and addicting, buy you know in your heart that a good day racing and the concept of *fun* is mutually exclusive. And the really sad part is seeing beginning riders get hooked into the racing thing right off the bat, then get beaten, demoralized, drained of cash and out of the sport in one short season. And they got the idea—at first—from magazines.

The magazines are in competition; they want more readers than the other guy, and they want them revved up and foaming at the mouth. They want readers ready to buy, because they've got advertisers who are more than ready to sell. It's exciting, raw, and fast-paced, and every six months promises a new innovation that's going to blow us away—but don't you, every now and then, just want to climb off of this merry-go-round and relax and enjoy yourself?

*That's* the message that just isn't getting out. If we didn't find motorcycling fun when we started out, we wouldn't be in it today. But now it's a whirlwind of the latest and the greatest, and it has to be mind-boggling to someone just getting into the sport. What should I buy for my first bike? This YZWR looks neat! Hey, everybody's winning on it, forget about the fact that I'm just learning how to ride a motorcycle and weigh 92 pounds. When you find out the machine costs almost \$4000 and needs at least \$800 in modifications (according to the same

magazine), you'll probably have second thoughts. You quite possibly will forget about trail riding and find something cheaper.

We're missing the boat here, and I'll include *Trail Rider* on the pile. It's so easy to just do new and different and racing and the latest & greatest. And it's awful difficult to go out and find a legal riding place that you can publicize without bringing down nine different kinds of holy hell on yourself, as well as ruin the place for everyone who already goes there. It's also very hard to avoid the lure of exciting new accessories and

easy stories on hopping up this, reworking that, and promoting money spending rather than simply enjoying riding. But it has to be done.

There are little glowing spots here and there. I just put down a popular mountain bike magazine and picked up *Bicycling*, an old title that also covers fat-tire riding as well as road bikes. Inside I found features on riding, travelling, training, safety and land-access...and some short little product tests way in the back of the magazine. The

overall impression I got was "here's a magazine trying to tell me how to get the most from my sport, not seeing to it that the sport got its most from me." It was refreshing to see people who were so interested in everything *around* their machines, rather than the machines themselves. We've got a lot to learn.

The point is this: Here in the dawn of the '90s we're going to have to come to grips with a number of demons. A bad public image is only the most obvious iceberg tip; add to that inflation, recession, economic slowdown, a drastic drop in defense spending, fewer high-paying jobs, and just less money flying around. We're going to have fewer bucks to spend on toys, although we're going to have at least the same amount of *time* to spend on toys. And in order to pull new people into the sport in this kind of market all of us in the business are going to have to think more about the *fun* that started this industry, and not the bucks it now depends on. Nothing scares people away faster than a constant demand for cash.

I've got no pat solutions to offer; no addresses to write to and no one perpetrator to point the finger at. Neither do I absolve *Trail Rider* from any guilt in this current obsession. I only request that we all start changing the way we think about this fine old pastime—all of us, from industry leaders to the starting line of a local hare scrambles—and work our way back to our humble beginnings; to appreciation for a ride well done rather than a machine beyond reach. The future of this sport depends on it.



# EASTERN NEWS

## A STATESMAN DEPARTS

The Merrimack Valley Trail Riders had the sad fortune to announce the passing of Jack Noga, this April. Jack was one of the founding fathers of the MVTR, and was a past president of the New England Trail Rider Association, also serving as a marshal at the 1973 Berkshire ISDT. He was also one of the organizers of the MVTR's Cockermouth Enduro, and for 18 years hosted an annual 600-mile recreational trail ride known as the Roast Beef Ramble.

With the Leon Dube Memorial Trailride fresh in our minds, it is worthy of note that Jack was the highest fundraiser for that event for many years. He even turned right around and auctioned off the grand prize of a new Honda XR in 1988, which he had won, and donated all the funds he received to the Cystic Fibrosis Foundation. This was a typical act for Jack, a man who routinely gave much more to the sport and to everyone's life than he ever took away. The Merrimack Valley Trail Riders and all of us will miss him.



## PHOTO YOU

If you've been riding the South Jersey runs this spring you no doubt have noticed a guy hanging a sign out that says "PHOTO AHEAD" and snapping off flash shots of everybody. Just so you'll know, his name is Ron Turpin, and he's an okay guy. He's been shooting a lot of the local events and offering the photos for sale, but if you haven't been hanging around for results you haven't seen his wares—hey, he might have a good shot of you! To contact Ron on any other day than Sunday, write to him at 590 Wayne Avenue, Vineland NJ 08360, or call after 6:00 PM at (609)692-8545.

## NEW TRAILS!

Joe Giardina of Wareham Suzuki called us to let us know that the Pilgrim Sands Trail Riders have been working with the Rangers in the Myles Standish State Forest (South Carver, Massachusetts; off Route 495, exit 2), and have recently finished putting in four new motorcycle trails in

they've done. Go on down and ride, but be nice to the woods and don't trash the parking lots.

the Forest. Access to them is from the Charge Pond parking lot (follow the signs from Forest H.Q.).

There's a 4.2 mile novice loop, a 7.2 mile loop that's very tight but easy, an 18 mile loop with a nice variety of trail, and a 30 mile loop that's tight and packed with whoopde-dos here and there. These are all arrowed, one-way trails, which means you can feel pretty secure on them, but don't go blasting down them at race speed because you may find people who don't know what arrows mean.

Joe says the PSTR members have been working every weekend since September, and they're pretty proud of the job

## PAGODA SPRING SCRAMBLE

We received a quick report on the Pagoda MC's Spring Hare Scramble this month, but by the time we got around to typing it in, any name that might have been hooked to it was lost. So, here it is verbatim: "April 29th was open on the ECEA calendar, making for a good turnout for our rut and root run. It did not rain all week, so for the first time ever it looked as if we'd have a dust problem on the MX portion of our course.

### 200 Expert

John Weigle  
**250 Expert**  
Rich Mollenkopf  
Danny Nenstiel  
Gary Dunkleberger  
Dennis Blanchard  
**Open Expert**

### Richard Moyer

David Mealing  
**Senior Expert**  
Jerome Lynn  
Len Clark  
David Risser  
**Super Senior**  
Bob Shughart

### 125 Amateur

Eric Erb  
Steve Neiswender  
**200 Amateur**  
Shawn Lalli  
Peter Mannis  
**250 Amateur**  
Doug Stoltz

### Mike Straues

Mike Bombick  
**Open Amateur**  
Mitchell Adams  
John Osif  
**Senior Amateur**  
Mike Ego  
Sam Bongive

## NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)  
P.O. Box 478  
Ellington, CT 06029  
(203)875-5757

East Coast Enduro Association (ECEA)  
1380 Route 70  
Browns Mills, NJ 08015  
(609)893-7294

Virginia Championship Hare

Scrambles Series (VCHSS)  
114 Holloway Drive  
Smithfield, VA 23430  
(804)255-4620

Pennsylvania Trail Riders Association (PATRA)  
Box 77  
Thomasville, PA 17364

Potomac Motocross P.O. Box 156

Budds Creek, MD 20650  
(301)475-2000

Racer Productions (AMA GNCC Series)  
Route 7, Box 459  
Morgantown, WV 26505  
(304)594-1157

North Carolina H.S. Series  
P.O. Box 338  
Fayetteville, NC 28302  
(919)867-5219

American Motorcyclist Assn.

P.O. Box 6114  
Westerville, OH 43081-6114  
(614)891-2425

Southeastern Enduro and Trail Riders Association (SETRA)  
P.O. Box 1935  
Roswell, GA 30077-1935  
(404)532-6832

New York Hare Scrambles Series  
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District 4 Enduro Comm. (NY)

568 Whittier Road  
Spencerport, NY 14559  
(716)594-0384

District 6 Sports Association  
P.O. Box 554  
Lebanon, PA 17042  
(717)272-6896

## WHAT'S ON

July

- 7/1 NETRA Knox Enduro  
Southampton, MA
- 7/7 NETRA King's Brook Jr. Enduro  
Palmer, MA
- 7/7-8 CMA Lake St. Peter Trailride  
Whitby, Ontario, Canada
- 7/8 NETRA Connecticut State H.S.  
Union, CT
- 7/8 NETRA Mohawk Turkey Run  
Adams, MA
- 7/8 NY State Hare Scrambles  
Newark Valley, NY
- 7/15 ECEA Foggy Mountain Enduro  
Blain, PA
- 7/15 NETRA Greylock Hare Scrambles  
Windsor, MA
- 7/21-22 GNCC State Line 100  
Shelby, NC
- 7/22 NETRA Hurricane Mountain H.S.  
North Conway, NH
- 7/29 ECEA Brandywine Enduro  
Crossforks, PA
- 7/29 NETRA Red Fox Turkey Run  
Bartonsville, VT
- 7/29 NETRA CATRA I  
Fishouse, NY
- 7/29 AMA D-4 Brandywine Enduro  
Malvern, PA

## RIDE THAT BEATER!

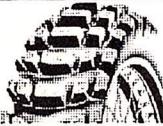
One more thing about vintage bikes: remember that the MVTR is having their vintage trail ride in Allenstown, New Hampshire, on September 23. There will be a swap meet in conjunction with the ride, which will consist of (probably) a 10-mile loop, and you can do as many go-rounds as you want. This will be a closed loop in the State Forest, and you won't need a registered bike, so that's one headache you don't have to address. You will need a spark arrestor, though.

## BEAT SEATS?

You say you have a vintage bike, but you've searched high and low for a seat cover for the old beast and there's none to be found? No kidding—seats and stock pipes are almost impossible to locate for practically anything. The seat thing is easy, though. Just take your old one to a good auto upholstery man and he'll be able to match the material and sew you up something that may be even better than stock. We did that with the TR Penton seat, and it even cost us less than what a new bike seat cover goes for! Len Rehatchek helped us out, and you can find him at Lenson's Auto Top, Route 54 Hauto, Nesquehoning PA 18240, telephone (717)645-7311. If you live farther north, we've heard that Souhegan Auto Trim at 36 Elm Street, Milford, New Hampshire 03055, does a good job with old seats. Bill Freel is the person you want to talk to, and he's at (603)673-1943.



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MT32 Sandcross



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MT34 Worldcross (intermediate)

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# THE REST OF THE WORLD

## IN CAHOOTS!

We received word from Rick "Super Hunk" Sieman last month that the Sahara Club is growing strong and getting bold. They've been concentrating on finding people within their organization with a yen for detective work, and have found out some amazing things.

The Sahara Club will be releasing evidence shortly, according to Rick, that will prove that the Sierra Club and the California Wilderness Coalition do *actively support* the radical Earth First movement. For those who need reminding, EF is the group that has become famous for booby-trapping woods, spiking trees, and allegedly intending to cause injury to dirt bikers in the California desert by pepper parts of races courses with homemade spikes.

What kind of evidence do they have? How about tapes of Rick masquerading as an Earth Firster, and receiving all sorts of help from Sierra Club staffers, finally getting them to agree to give him a sum of money to help with a "project" he had in mind in L.A. From what he says, it's very condemning evidence, and he plans to turn it over to the media as well as the FBI. Shows just one more reason why you should never support the Sierra Club, even accidentally.

## STREET BIKE JOCKEY

Scott Summers is on a roll this year, tearing up the GNCC series on his XR600—he's been accused of racing a "street bike" more than once. At the Beckley, West Virginia, Winter Place 100, a combination GNCC and AMA National Hare Scrambles, Summers wrestled his XR into the top spot, which is the second time he's done it this year.

Second place at Winter Place was KTM's Scott Plessinger, third was Ed Lojak, fourth was Jeff Russell, and fifth was Steve McSwain. Look for full coverage next month by Davey Coombs.

## KTM SPOKES

So you're a new owner of a KTM, and you want to go over your spokes to make sure the wheel's staying tight. You go through your toolbox, dig out all your spoke wrenches, and none of them

fit—as a matter of fact, every one of them are about half the size of the KTM spoke nipples! What do you do, reach for a pipe wrench?

Well, some of you might, but beware. You can do a ton of damage on those aluminum nipples with an adjustable wrench. It's best to use a real spoke wrench, but up 'til now they haven't been available. Well, Kevin Hamilton, of Hamilton Sportcycles, called to tell us that KTM actually sells a spoke wrench specifically made for their bikes. The part number is 90-000, and it should retail for about \$13.95. Kevin says it works really fine, and he highly recommends it (he'd also be pleased to sell you one, we'll bet!).

## NEW TWIST FOR INCAS

Acerbis Plastica has been working overtime on a new route for the Incas Rally this year; they plan to go from Ica, Peru (right on the west coast), all the way to Rio de Janeiro, Brazil. That's completely crossing the continent, a total of about 4500 miles. It's going to be a long haul, and for simplicity's sake Franco Acerbis announced that the program this year is going to feature shorter special tests (between 100 to 150 kilometers—last year they went up to 750 kilometers), and long transport sections with a generous late allowance.

By doing so, Acerbis has attracted the attention of Camel Adventures, Inc., and the Camel people are interested in adding it to their schedule of "adventure" rides—a sort of a "Indiana Jones" series of adventure/safari dirt bike rides that are all the rage in Europe. By changing the format thus, Franco hopes to interest more recreational riders who are looking for the ultimate adventure. The date for the event is between August 5 through August 25 (yes, it's a long one!) and you can get more information by calling Bill Berroth at Acerbis USA, telephone (619)562-1440.

## NEW BOOK AT XR'S

Al Baker, owner of XR's Only, is still hospitalized, recovering from injuries suffered in a plane crash earlier this year, but XR's Only is still doing business as usual under the management of Al

Baker, Senior. Al Sr. recently called to tell us they have a new catalog and tech manual ready and are anxious to get one into the hands of every XR owner. The book is # 4, it cost \$5, but you also get a subscription to *XR News*, a newsletter regularly published by XR's Only. Send the fin to XR's Only, 6944 Santa Fe Avenue, Hesperia CA 92345, and mention number 4-242. They'll know what it means.

## LOW PRICES

American Honda announced lower prices for most of their (in stock) dirt bikes in May, and if you've been holding out you may be able to cut a deal. The 1990 XR250R is now priced at \$2998 (wonder who they're competing with), and you can get a 1989 for about \$150 less than that. There's still 1990 CR500s and CR125s for sale, now at \$3798 and \$3298 respectively, and you can get '89 CR500s and CR250s for \$500 off their list price and '89 CR125s for \$300 off. Naturally, you should ask your Honda dealer for more info.

## NEW CABLES

Motion Pro is a new *TR* advertiser with a really nifty new product. Basically, they make a line of motorcycle cables. The most interesting is their clutch cable, which uses a longitudinally-wound cable housing rather than the usual coiled cable housing (the Motion Pro cable housing looks like long wires bound together). The advantage of this is that there is no way for the clutch cable housing to compress when you yank on the clutch lever, making for better clutch control and less adjusting hassles.

They're called *Terminator* cables, and they sound good to us. Contact Motion Pro at 2860 Fair Oaks Avenue, Redwood City, CA 94063; (415)368-6259.

## GO NORTH

Want to go to Canada? Good trail rides are happening up there, this month is the Lake St. Peter ride, a two day event on the 7th and 8th of July. For an entry kit contact O.C.M.C., 891 Walton Court, Whitby, Ontario L1N 7R5, Canada.

## NEW! GHOST RIDER IV



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# HAD ENOUGH YET?

## SIERRA CLUB—NO! SAHARA CLUB—YES!

There's only one way to get our fair share, and that's to use the same techniques that the enemy uses. No one is better qualified to do this than Lou and Rick.

**OUTRAGEOUS INFORMATION!** That's what you get when you become a Sahara Club member. In our first newsletter, we printed names, phone numbers and addresses of some radical Earth First members. These are the terrorist scum who set deadly booby traps that could kill you or your family. We feel it's time that these scum were exposed to the light of day. We'll lay it on the line and tell you which politicians are backed by eco-freaks and which ones are fair. We even infiltrated an Earth First meeting and taped those wharf rats in action. Want to see how Earth First makes deadly traps to kill or maim you? We have that information and will make it available to you.

**WHEN WAS THE LAST TIME YOU FELT GOOD ABOUT OUR SPORT?** Are you sick and tired of making excuses for having honest fun off-road? Do your own industry "leaders" make you feel guilty about disturbing a patch of sand? What's more important . . . a kid sharing fun off-road with his family or closing off millions of acres so we don't disturb a tortoise? Stand up to the wimps and to the enemy . . . join the Sahara Club and put some pride back in your life!

**ACTIONS THAT COUNT!** At a recent land use meeting in Beverly Hills, ten Sahara Club members dressed up in convict outfits with CRANSTON emblazoned across them. He's the senator who was involved in the Lincoln Savings & Loan scandal and the pinhead behind the massive HR 780 land closure bill. Our team of Cranston-Cons made numerous papers and were seen on over 60 TV stations. Even the anti-off-road *Los Angeles Times* ran a huge photo of a pair of our Cons in action, reaching over a million readers with a dramatic statement. The Sahara Club has already been on a number of radio stations and will regularly hit the talk show circuit with OUR SIDE of the story.

**WE CAN DO IT!** There are literally millions of off-roaders in this great country, and most of them are busy making a living, working, raising a family and coping with everyday problems. While they cope with the daily grind, their recreational land is being taken away at a staggering rate. If we can get one million folks to join the Sahara Club, we can fight toe to toe against the people who are trying to take your land away. Attack now, legally, and feel proud about it. Rick and Lou are putting everything they have on the line once again. It's now up to you. Join the Sahara Club. It's about time!

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# REMEMBER WHEN....

## Looking back at the first two issues of New England Trail Rider

With the generous help of Bob Hicks

As we told you in the April issue, that publication marked the 20-year anniversary of this magazine. New England Trail Rider started out in April 1970, and things were plenty different back then. Bob Hicks, originator of the magazine, dug us out copies of the April and May issues, and it's very interesting to sit back and look through what was happening back then.

The first issue of *New England Trail Rider* was 32 pages deep and spun off from *Cycle Sport* magazine, which was hugely popular at the time. Bob's editorial served to introduce the new magazine, hopefully to cover all the fun aspects of trail riding that were lost in *Cycle Sport*. One of the most nostalgic parts of the magazine is the first two pages, graced with a Yamaha ad offering their "Yamaha Enduro" line. Page three is a full page color shot of a DT-1...and boy, does that bring back memories!

Bob's editorial in the second issue was about how he and Al Eames spent a day attending a trail conference, and found that he and Al were the only two motorcyclists there! They found that the hikers only begrudgingly wanted to share the trails with other users. Sound familiar? They also found that although motorcycles were mentioned in passing, the hikers seemed to actively hate the horse riders in the area. Of course, when the crowd found out that Al and Bob were trail riders, well, the whole atmosphere changed. Yes, they did escape with their lives, and they reported that the chance to communicate may have improved the image of motorcyclists in a few of the hikers in attendance.

The bulk of both issues was devoted to finding places to ride. A big article on U.S. Geological Survey maps gave a few examples of how to read them, and also printed the USGS index maps for southern New England in April, and northern New England in May. This story is just as timely now, since enduro trail bosses everywhere wouldn't be caught without a few USGS maps to fall back on when the trail disappears, and serious trail riders are also familiar with them. You have to watch out, though, since here in the 1990's most of the USGS maps are woefully out of date (they sure do build those condos fast!).

Maybe we'll steal Bob's map story idea for a future issue....

Closely following the map story in May was one on using a route sheet to guide you on trail rides. The idea was to look at the maps and plan a ride by marking down the turns according to outstanding features seen on the map—like, "R on trail beyond brook", then "S across road onto trail". Doing this would allow you to go exploratory riding in a new area, while not having to

riding doesn't change much...wait, yes it does, listen to this: "All you need to do to try this game is show up at any one of the listed events with a usable trail bike and \$3 for your entry fee." Well, they've gotten more expensive!

April had a short article on how local riders use the Triumph Trophy 500 as a trail/enduro bike. The consensus? It was a very reliable engine wrapped in a heavy, ill-handling chassis; and all of the guys spent their time trying to make it lighter and better handling. It seems like forever since we've had those problems!

The big technical feature in May was a comparison between the Ossa Pioneer and the Bultaco Matador Mark 3. Just looking at these bikes still makes my pulse quicken; they're what we all wanted to own back then. Both had high exhaust pipes, skid plates, high fenders, real knobby tires, electronic ignitions instead of points—they were both ultra-serious enduro bikes. They also had three and a half inches of rear wheel travel and around six inches in the front, and the Matador even had a completely enclosed drive chain, which was the only way to keep water and mud from killing chains back then.

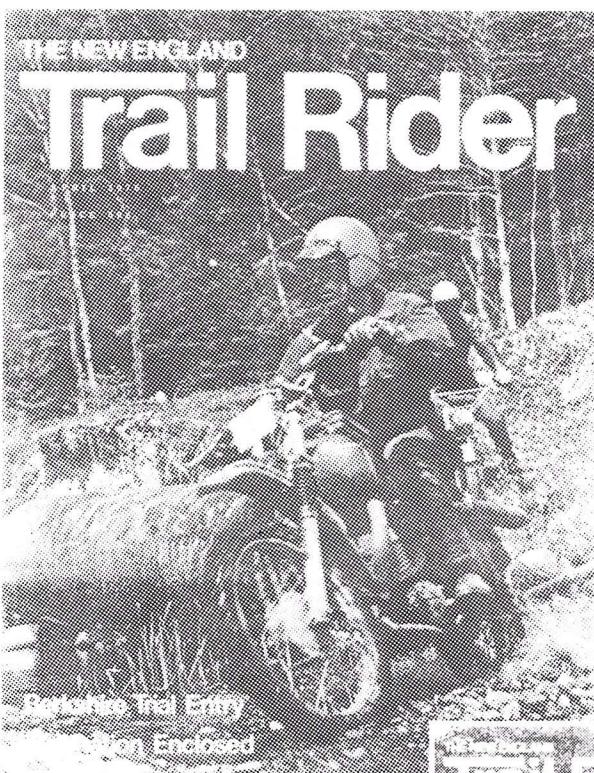
As a matter of fact, the last article in the May magazine is devoted to chain care, and more than half of the article describes how to build an automatic oiler for your trailbike chain. For those of you who cut your teeth on modern bikes, a chain oiler was a device that dripped oil on your chain while you rode. It was the only way to get

through a 100-mile ride without having to adjust your chain every time you stopped for a rest. Hicks used an auto-oiler on his Ossa in the 1969 ISDT in Germany, and some later Ossa enduro bikes came with an auto-oiler stock!

It's amazing how far we've come, on the simple matter of o-ring chains. Any more, every trail rider worth his salt uses an o-ring chain, and most trail bikes come with them stock. You don't

need to lube it during the day, and you can ride 100, 200, or more miles without even thinking of adjusting your chain, and in some areas they'll last you a whole season. In the early 70's, chains were our biggest headache!

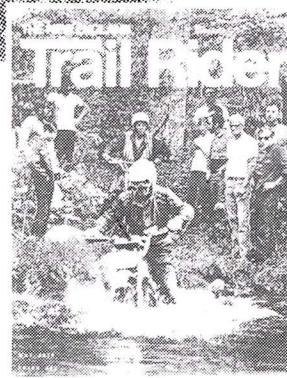
Well, the *New England Trail Rider* looks quaint now, but at the time it was pages full of information you couldn't get anywhere else...which reminds us that we have a heavy obligation here to do the same, in the future. We'll look back at more of the early magazines in the future. ☺



stop every time the trail turns to check the map. This article marked the beginning of an art that would lead to the route-sheeted trail rides that still make up the backbone of the NETRA Trail System.

The competition calendar showed 15 runs for the season; note that they're not NETRA runs, since NETRA had yet to be born. The first enduro for the season was the Somers Enduro, still going strong today as the New England Championship, essentially. The last run for the season would be the Salmon River Ramble, just as it is today, but both events were put on by the Rams M.C. The Rams appeared to be the most active club on the calendar, with five events for the season.

There was also an article in May, "A Brief Introduction to Enduros". It may have been the first article on that subject, but looking at it now it reflects what I've read in perhaps two dozen magazine stories in the last 20 years. Enduro



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*Built for Champions*



# The Suzuki DualSports

Taking a western dual sport ride on the Suzuki DR-S 250 and 350

By Paul Clipper

## Ridgecrest, CA

American Suzuki introduced the DR-S series of street/trail bikes in mid-April this year, and we were invited out for the celebration. The trail ride

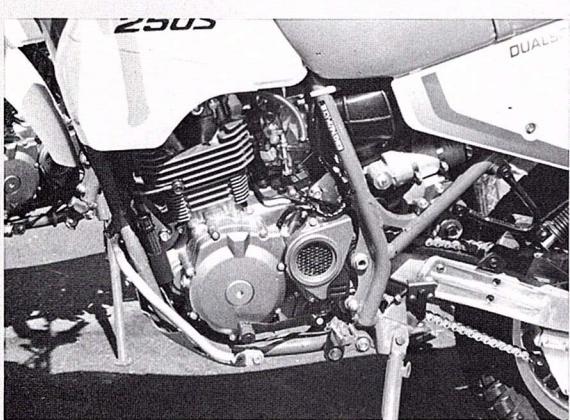
was held in Ridgecrest, California; way out in the desert near China Lake, home of many a nuclear bomb test. In spite of its rather "incendiary" past, the Ridgecrest area really is strikingly scenic, and an interesting place to ride.

The test bikes were the DR-S 250, 350 and 650; just introduced this year and very likely to set the motorcycle world on its ear. There's nothing new about the basic concept. The DR-S is a bike legally outfitted as a street bike but also designed to be dirt worthy. We've had many such street/trail models in the past, from a vari-

ety of manufacturers, but the DR-S features one new, and very novel twist: this machine was designed as a dirt bike first, and then outfitted with all the road bike trappings.

Suzuki calls them their "barely street-legal" bikes, borrowing a phrase coined a while ago by Charley Morey at Dirt Rider magazine. Their idea was to take the new-design DR family and hang just the minimum DOT approved equipment on it and turn it loose. Our job in Ridgecrest was to see how well they did their homework.

The whole concept is very exciting to us here at TR, because, frankly, if the DR-S models were worth a damn as dirt bikes, they—and the machines turned out by other manufacturers to compete with them—could turn out to be the answer to our long-range riding future here in the



*Suzuki started out with a compact air-cooled engine and built a dirt bike around it, then they added the street-legal equipment. They came up with a good bike, it's a little heavy, as you'd expect, but all the components seem strong and capable. We can't wait to put one on a weight-loss program.*

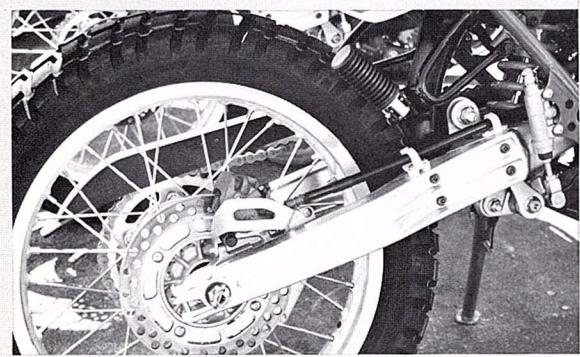


*Pausing during the ride. This collection of junk and antiquities marks the location of a tunnel straight through a hill, carved by an old miner. We rented some flashlights and walked through it, all the while talking about the recent earthquakes in the area. Some of us came back over the hill instead.*



crowded northeast. If you live in this neck of the woods, you know that registering a dirt bike can be an extreme hassle in some states. You also know that an unregistered bike (or a more or less illegally-registered bike) is not going to guarantee you a welcome-wagon visit by law-enforcement officials if you make a habit of cruising it around the neighborhood streets. But, if you can be satisfied in the dirt with a street-legal bike you can forego all those licensing and law-enforcement hassles right from the git-go. And that can make life loads easier for many of us.

The situation isn't without its trade-offs, though. First, if you're going to go for a DR-S, you'll have to be satisfied with a four-stroke engine. There just isn't any way a two-stroke is ever going to pass U.S. emissions standards, so



*The stock dual-sport tires work fine on pavement, may work okay in dirt, but aren't much fun in desert sand. The brakes are straight off the RMX and work well, although they still have the RMX squeak when hot. This is the best suspension we've ever felt on a dual-purpose bike. Careful fine-tuning should make it fantastic.*

the thumper is the only way to go. This is not such a bad thing, though. You don't have to mix gas with a four-stroke, so you can just ride it up to the pumps. You don't have a problem with quirky powerbands either, since we all know how smoothly four-strokes run. Also, the sound quality of a four-stroke exhaust is much better than a two-stroke, and the DR-S bikes are outrageously quiet in stoke form.

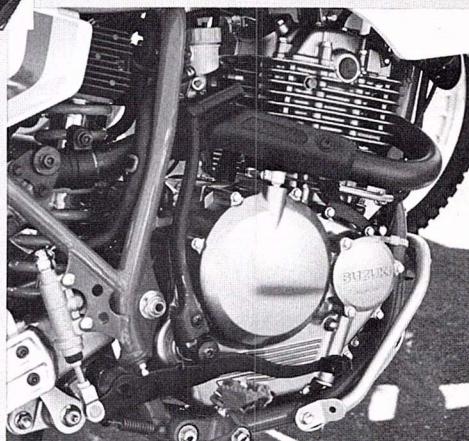
Second, since the DR-S needs all that legal equipment—including a steel gas tank, a battery, turn signals and all the legal lights, instruments, switches and gee gaws—you also have to accept a little bit of a weight disadvantage. Charles Halcomb of Suzuki told us he tanked up a 250 and 350 full of gas and oil and put them on the scales, and came up with 291 pounds for the 250 and 292 pounds for the 350. The 650 is a 350-pounder.

Pretty hefty. But...your local laws may be more lenient than the federal gummint, and the DR-S could very obviously be put on a weight-loss program with considerable success. When we get our bike for the full eastern test, we're almost certain to do some experimenting along these lines.

We rode the bikes in the desert, naturally; land of zero traction and deep sand and gravel. With the help of Larry Langley of District 37, we actually rode the High Desert Dual Sport trail ride course. You couldn't ask for a more startlingly different group of riding conditions compared to what we easterners are used to, but we figured if the bikes worked okay in the Mojave they'd have to be considerably better in any area that has real dirt on the ground.



*Joe "Phantom" Colombero hikes up his tights while Larry Langley installs a route sheet holder. We didn't have any of the bikes break down during the ride, which is very unusual for a press gathering. Ken, from Cycle magazine, didn't even wad up DR on the pavement, which may be a first. It wasn't like we were gentle with them, either. They were cranked wide open within the first 100 feet of dirt and were left that way the rest of the ride.*



*The 350 was pretty much the crowd favorite. Its only drawbacks are that it is overweight and over-gared, two traits typical of street-trail machines. Power delivery was very smooth and torquey as you'd expect, and we figure the engines will get more peppy when they're sufficiently broken in. Starting the DR-S was simple, as long as you followed the drill. White Brothers and other companies already have a slew of hop-up kits for the DR engine.*



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We started out on the 350, and chasing after the desert rats in our group, we were soon on dirt roads and riding at full throttle.

Distances are vast out west, and apparently our guys figured the only way to conquer them was as quickly as possible. The 350 I was astride had only 40 miles on it, and it didn't want to do any better than 75 mph. Tight, new engines do turn over slower than a broken-in machine, but it was also obvious that the 350 is way overgeared for good dirt riding. Putting on a one-tooth smaller countershaft sprocket would allow the bike to rev higher and probably give you another 5mph to play with.

We started out at eye-watering speeds, and frankly, we never really backed off. Considering that the bikes are meant to be putted along by civilized people this also wasn't a great test, but it did reveal the deficiencies of the suspension, and there aren't that many. Both ends soaked up the little ditches, dips, and occasional buried rocks with very little fuss. The spring rates and damping adjustments could have probably been refined given time and attention, but that would have been nit-picking on our part. For what we were forcing the bikes to do, this suspension system is the best I've ever felt on a street/trail machine. Very encouraging.



The 350 also handled quite well, even though it was constantly fighting the tires. The stock rubber is Dunlop 551 road/trail gear, and it was probably the worst choice for the desert. Larry told us that most western dual sport riders at least use a good knobby up front; usually on both ends. These 551s feel fine on the street and may

work okay in eastern rocks and dirt, but we'll have to see.

Even so, the 350 didn't have to be wrestled to steer in the directions you wanted, which is also very encouraging.

The 250, although Charles claimed it only weighed a single pound less, felt like a completely different machine. The 350 wanted to be pushed into the line you wanted, and then pulled back out and into the next one every time you changed direction. It liked to stay rooted to a single line unless you definitely told it different. The 250 enjoyed being flicked around, almost like a 125 motocrosser. You could dart back and forth across the trail, change lines in mid-turn, and whip around with reckless abandon—which was very strange, considering the overall similarity of the 250 and 350. The only way we could figure was that the 250 has a shorter piston stroke on a smaller piston, and the small difference may have lowered the center of gravity effectively. Basically, this means to most people the 250 is going to simply feel "lighter."

The 650, of course, is completely different. It was immediately christened the "Mother Ship" and treated with the respect it commanded. The 650 does not respond to being "flicked" around—as a matter of fact it's more likely to

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flick you around. It changes direction only after a firm command from the rider, and even then it likes to think about it beforehand. The 650 riders said it liked to go through things rather than around them (we didn't get a turn on the 650—no one had a weapon intimidating enough), but also that this was a typical characteristic of a big-bore dual sport machine. The 650 is aimed more towards riders who need something to commute and travel long distances on, and ironically it is proving to be very popular in the dealerships, surprising even some people in American Suzuki.

Power-wise, both the 250 and 350 are not surprising. The 350 has good torque in spite of the high gearing, decent power through the rev range, and then an early sign-off. It's perfectly usable, although lacking in excitement, and will probably improve when the bike gets 500 miles and more on it. It really isn't fair to evaluate a brand-new four-stroke because those complicated engines need time to loosen up properly (for example, the 350 would only do 75 in the morning, while afternoon riders reported that they could nudge them up to 80 after 100 miles into the ride).

The 250 must use lower internal gearing, because it feels a little weaker but basically the same off the bottom, flatter through the mid-range, and signed off at the same point. It was quite a bit mellow, but still fun to ride and perfectly suited to less demanding (read: saner) riders. The 250 topped out at about 72 mph in the afternoon.

Both bikes started the same. You pull down the compression release handle and slowly push the engine through until the handle snaps back, then come back up on the lever and give it a boot. Just as long as you followed the drill and gave them a full kick, you could usually get either the 250 or 350 lit in one or two kicks. With experience it will probably be a snap, but four-strokes are more finicky to start than two-strokes.

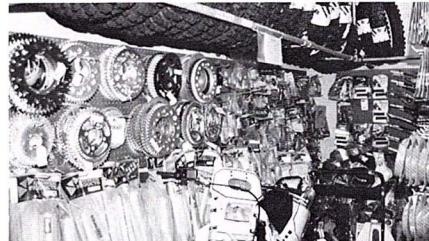
Details felt second nature on both bikes. The clutch pull was light, the front brakes very strong. The rear disc was excellent, although just as squeaky as the RMX rear disc. Shifting was a little rough at first, but by the end of the day they were loosening up nicely. The turn signal switch is the pushbutton-canceling type, which is easy and convenient to use, and the horn's nice and loud. I don't even think we snapped any mirrors off.

As usual though, we'll have to sign this report off with a disclaimer, and admit that although we had a ton of fun we really didn't learn much about the DR-S series that will apply to our homeland. We've got an order in for the DR350-S though (as well as the DR250 dirt bike), and with luck we'll have a full eastern test on it within a couple of months.

So far we're favorably impressed, and believe that the DR-S is going to be a good dual sport bike here in the east, and with a little creative fiddling it may be able to give some real dirt bikes a run for their money. Wouldn't you like to have a trail bike that could be ridden to the auto parts store and still handle a rugged trail? We're anxious to find out if the DR-S is that bike; and, as usual, we'll be sure to let you know first! 



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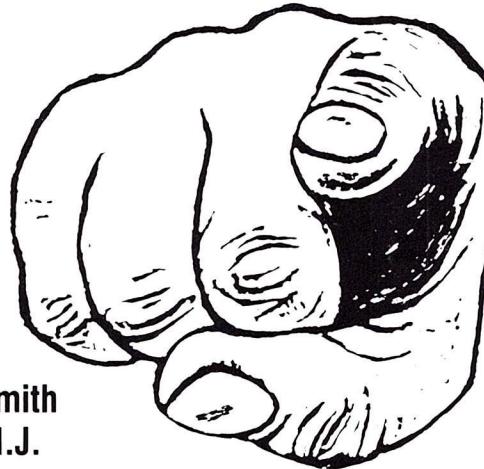


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# PINE HILL ENDURO

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## New Lisbon, NJ

The Central Jersey Competition Riders once again arrowed out all the fire cuts and little used motorcycle trails in Lebanon State Forest to create the Pine Hill enduro. Pine Hill is basically an easy run, a "family" enduro. This means you can come out and enter, knowing that it'll be a casual ride, except for maybe two sections where the top guys are going to lose points. How many points you lose, well, that's up to your own individual compression ratio, as they say.

But it is an easy run. Plenty of smooth firecuts—and a number of new ones to keep you on your toes—sand roads and dirt roads, and not too many whoopdedos. The Agonis brothers, Tony and Bob, of CJCR pretty much mastermind the whole thing, and when the dust settles on the day everybody has to agree that they do a pretty good job.

Easy or not, they did manage to take two points away from the top riders—three of the top riders, as a matter of fact. Kevin Bennett, Wally Mollenkopf, and Ken Yankowski all dropped two, but their emergency points finished them in that

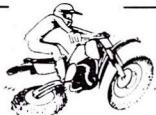
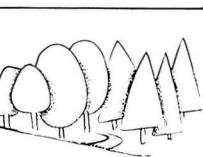


order. Bennett had 170 seconds, Mollenkopf had 172, and Yankowski had 182. Pretty close running for 100 miles!

Jack Lafferty Jr. finished fourth overall, riding this year on the KTM. Jack just missed check 12, a mistake the other guys didn't make, and then he couldn't make it up. He finished three points down but best on seconds between John Rogers and Mike McHale, who were fifth and sixth on the scale. Danny Nenstiel would have had a two as well, if he only hadn't burned check 11, and that little mistake gave him four points and seventh overall, just ahead of Michael Lafferty, Jim Franks, and Bob Bennett, all of whom finished with four points.

Mike Lafferty nabbed High Point A with his score, which is not bad at all for a guy who started out last year as a "C" rider. High Point B went to Kevin Duffy, who also finished up four points down.

*Wally Mollenkopf was literally right on Bennett's rear end, finishing second overall by only two seconds.*

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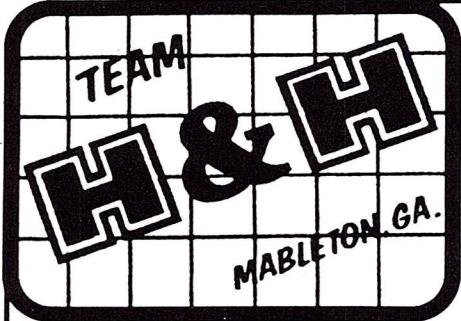
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The Pine Hill is an easy run, no doubt, but the late sections this time were just tricky enough to really keep the riders on their toes. Rather than hearing the usual moaning about it being "too easy!" this time, there were a lot of compliments for the Agonis' run. The accommodations were also fine, being in a (relatively posh) campground in Lebanon State Forest, and the sign-up and scoring were held in a nice building that would have been great if the weather was rainy, but the Central Jersey club was once again blessed with perfect weather. Scoring was finished in record time, and basically it was a great event. Don't miss it next year! 



*The Lafferty family is gathering in strength. Michael Lafferty took High Point A at Pine Hill, on a 125. Wonder what next year will be like, with three Laffertys in the AA class?*

Pine Hill Enduro Class Results		4. Dennis Zurawski Jr.	KTM 6	5. Dean Kulp	8
<b>Grand Champion</b>		5. Mike Felegie	ATK 6	<b>B Four Stroke</b>	
Kevin Bennett	Hon 2	1. Mark Young	Hon 5	1. Vernon Wood	7
<b>High Point A</b>		2. Bob Dana	Hon 5	2. Keith Mahon	Hon 8
Michael Lafferty	KTM 4	3. John Cushing	Hon 5	3. Jon Credis	8
<b>High Point B</b>		4. Russ Hancock	Hon 7	4. Jim Falconeiro	Hon 9
Kevin Duffy	Kaw 4	5. Doug Mason	Hon 7	5. Ken Abrahamson	9
<b>AA</b>		<b>A Senior</b>		<b>B Senior</b>	
1. Rich Mollenkopf	KTM 2	1. Rich Tompkins	KTM 5	1. Mike Collins Jr.	8
2. Ken Yankowski	KTM 2	2. Bruce Triplett	6	2. Bill Sharp	Yam 8
3. Jack Lafferty Jr.	KTM 3	3. Jack Lafferty	KTM 8	3. Les Gambrill	8
4. John Rogers	3	4. Richard Trader	KTM 8	4. John Nagengast	9
5. Mike McHale	KTM 3	5. Bill Johnson	Hon 8	5. Mike Vanovich	11
<b>Women</b>		<b>A Super Senior</b>		<b>B Super Senior</b>	
1. Kathi Campbell	Kaw 11	1. Charles Stapleford	Kaw 6	1. Len Rehatchek Sr.	Kaw 15
2. Linda Luhn	Kaw 11	2. Ray McAloon	9	2. Dave Severe	KTM 16
3. Pat Hancock	Cag 16	3. Dan Van Driel	Kaw 10	3. G.H. Huhn Jr.	17
2. Dora Newman	Kaw 20	4. Wolfgang Kruse	Hon 11	4. Charles Applegate	Kaw 20
3. Elizabeth Rushing	Kaw 152	5. Joe Galie	15	5. Herb Phillips	20
<b>A 125</b>		<b>B 125</b>		<b>C 200</b>	
1. Mike Collins Jr.	4	1. Bob Leskanic	Suz 8	1. Mike Gregory	11
2. Steve Hodgson	Kaw 5	2. Mark Marcin	9	2. Chris Wyckoff	12
3. Rob Farber	Hon 5	3. John DiObilda	9	3. Wayne Lawrence	14
4. Perry Hodges	7	4. Burnett Wilson III	9	4. Jim Hauerwas	14
5. Dave Barlow	Kaw 8	5. Tom Steese	Kaw 10	5. Ron Lucas	14
<b>A 200</b>		<b>B 200</b>		<b>C 250</b>	
1. Jerry Lynn	Kaw 6	1. Darren Earley	Kaw 6	1. Greg Davies	7
2. J. Craig Meyer	8	2. Steve Marando	Kaw 6	2. William Fasnack	9
3. Jim Griggs	Kaw 11	3. Charles Majeski	Kaw 7	3. Stewart Crouch	9
4. Glenn Scherer	23	4. Richard Lorenson	Kaw 8	4. John Schoener	11
<b>A 250</b>		<b>B 250</b>		<b>C Open</b>	
1. Dan May	4	1. Tim Rickey	Yam 5	1. David Mullett	12
2. Mark Lambert	4	2. Dave Woodworth	Yam 6	2. Wallace Smith	13
3. Pat Emmons	4	3. Louis Oswald	7	3. Tom Thomas	16
4. Keith McIntyre	Suz 4	4. Paolo Landrini	KTM 7	4. Kevin McCarthy	18
5. Dale Hiles	4	5. Kevin Douthitt	Hon 7	5. Mark Sikkema	18
<b>A Open</b>		<b>B Open</b>		<b>C Four Stroke</b>	
1. Kenny Lee Taylor	KTM 4	1. David Jobes	5	1. Russell Moore	14
2. Cliff Tenney	5	2. John Walter	KTM 7	2. Joseph Pluck	18
3. Ken Humphreys Jr.	KTM 5	3. Martin Graver	7	3. Charles Silva	20
		4. Michael Campbell	8	4. Timothy Shepps	21
				5. Richard Stapleford	23



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# PINE BARONS' CLOCK RUN

A workout in the pines

By Paul Clipper, photos by Mary Funk and Patty Lorenson

## New Gretna, NJ

Maybe a lot of the ECEA riders will remember the 1990 Pine Barons enduro for the Saturday night festivities. The Pine Barons had rented out just about all of Chips' Folly Campground in New Gretna, and Flamin' Harry and his Flamin' Band burned down the house until midnight, and there were quite a few revelers for the duration. Me, I'm going to remember it for the whoopdedos. Why? Because once again the *Trail Rider* Penton 125 Six-Days was entered in the hotly-contested Vintage class, and to a bike with four inches of suspension *everything* looks like a whoopdedo!

Not to say that the Pine Barons' run wasn't rough. The first loop was pretty easy. It was a trail ride to the first check at 11.8, which was semi-confusing since you saw another checkpoint in action when you hit about 11.2. Not too many guys realized that there weren't any flags showing at that check, and shortly after 11.8 we were back on time and early—even us Penton riders! At about 13.9 though, here was a check

all of a sudden, flip cards and all, and it stopped some guys cold until they got back on time. Unfortunately, it was the *other* side of the check we'd seen at 11.2, and it was an observation check! What a sneaky bunch of clowns!

Check four was the first serious check on the course. It was a tiebreaker check-in, basically, even though all of the fast guys made it easily. One fast guy made it too easy—Kevin Bennett burnt it but good, losing two points where all his competitors did a zero. He might have a hard time making it up, but he kept riding regardless.

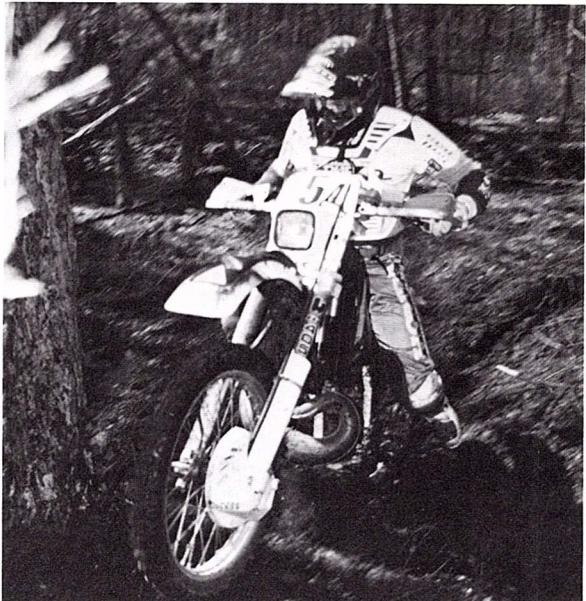
The second loop was the "tough" section, a little better than 30 miles, just like the first section, but containing two mean checks back to back. We were checked into the section in tight, tight woods—there were two or three sections where you practically had to stop and wedge your bike through the trees. The trail was winding and bumpy, very tight and slow going, and three miles in came the first check. After that we were allowed to unwind a bit, but then came into a slightly flooded section that rutted up quickly and turned into a mess for later riders. Three miles exactly took us into the check-out for the section, and a chance to get back on time running at 12 mph for a bit. Didn't

*Kevin Bennett made Pine Barons his third in a row, and the Ridge Run (which you'll read about next month) was his fourth. His secret? He's riding last year's bike, it's all dialed in, and he's boy is brimming with confidence—a tough combo to beat.*

pay to relax, though, because the woods tightened up before the second gas, and the whoopdedos going into the gas stop made you seriously consider alternative forms of recreation (especially with four inches of suspension!).

The third loop should have been a trailride to the finish, but if you were tired it was possible to lose a few points. All in all it was a good ride; easy in the morning, tough in the middle, and then a heads-up ride into the finish. Jack Lafferty Jr. looked like the big winner right at the finish, with eight points lost and Bennett annoyed at himself for burning that first check. Danny Nenstiel also had eight, but Jackie had beat him on seconds.

We came to find out later, though, that Bennett also had eight; and when everything was tallied



*When you weren't being body-slammed by whoopdedos, you were cooking through the woods!*



*There's nothing like wallowing in that warm Jersey sand right from the start!*

<b>Pine Barons Enduro Class Results</b>		<b>B 200</b>		<b>C 200</b>	
Kevin Bennett	Hon 8	3. R. Lafferty	10	1. D. Elseroad	12
<b>Grand Champion</b>		4. P. Emmons	11	2. C. Majeski	13
Dan May	9	5. K. McIntyre	11	3. J. Waller	16
<b>High Point A</b>		1. D. Zurawski Jr.	9	4. A. Ellis	20
Kevin Duffy	Kaw 11	2. K.L. Taylor	11	5. T. Steese	20
<b>High Point B</b>		3. A. Tomasello	12	1. P. Landini	14
Robert Marcantonio	25	4. K. Humphreys	12	2. W. Severe	15
<b>High Point C</b>		5. A. Recchia	13	3. C. Crum	16
<b>AA</b>		<b>A Four Stroke</b>		4. M. Bear	17
1. J. Lafferty Jr.	KTM 3	1. R. Hancock	13	5. J. Goedeke	18
2. D. Nenstiel	Hon 8	2. M. Young	16	<b>B Open</b>	
3. J. Franks	Suz 9	3. D. Mason	17	1. M. Moore	13
4. J. Rogers	10	4. J. Cushing	18	2. J. Walton	15
5. M. McHale	KTM 10	5. G. Noble	20	3. T. Wheeler	17
<b>Women</b>		<b>A Senior</b>		4. M. Campbell	17
1. K. Cambell	Kaw 25	1. F. Wickline	11	5. K. Smith	18
2. L. Luhn	Kaw 44	2. R. Tompkins	15	<b>B Four Stroke</b>	
3. P. Hancock	Cag 148	3. J. Palumbo	16	1. V. Wood	16
<b>A 125</b>		4. E. Gullestad	16	2. J. Falconiero	18
1. M. Collins Jr.	9	5. R. Trader	17	3. K. Mahon	20
<b>A 200</b>		<b>A Super Senior</b>		4. G. Gater	22
1. M. Reszkowski	11	1. C. Stapleford	14	5. K. Abramson	23
2. J. Lynn	Kaw 16	2. W. Kruse	23	<b>B Senior</b>	
3. J. Griggs	Kaw 21	3. R. McAlloon	25	1. B. Sharp	17
4. J.C. Meyer	23	4. D. Van Driel	31	2. M. Collins	23
4. A. Shirey	25	5. E. Baker	34	3. J. Nagengast	25
<b>A 250</b>		<b>B 125</b>		4. R. Schoonmaker	
1. J. Rosenberg	9	1. M. Marcin	16	5. R. Eder	30
		2. E. Grim	18	<b>B Super Senior</b>	
		3. T. Steese	19	1. D. Severe	32
		4. R. Leskanic	19	2. B. Wahl	35
		5. C. Shenigo	19	3. G. Huhn	35



The Trail Rider Penton once again won the Vintage class in a local enduro, ridden by the spode who puts this rag together. We wouldn't have run a photo of him, but he owns the joint, so what can we do?

up he squeaked past Nenstiel and Lafferty on seconds, and had taken the win once again! That makes three so far for Bennett...he only lost the one he's worked (Greenbrier). So much for the rumors that his wrist injury slowed him down!

Dan May took the High Point A trophy, scooting

to a 9-point finish. Kevin Duffy once again stole the High Point B—he did the same in Pine Hill. Duffy dropped 11 points, and Robert Marcantonio was High Point C with a 25 point loss.

In spite of the whoopdedos, and in spite of a flooded section that turned into a very tricky

mudhole, everybody seemed to be raving about the event afterwards. "That was a good, old-time enduro!" was heard by this writer more than once, and I guess that means they liked it!

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# Tire Basics

"Will it work in my dirt?" is all you want to know, right?

By the Trail Rider Staff

Picking tires can be a bewildering job. Outside of the most well-known brand names, which we all have read about and categorized for years, how can you tell what a knobby is going to do when you stick it in the dirt? You know (hopefully by now) that a Dunlop 990 is a strict mud and sand tire, but what is a Cheng Shin C-755 used for? We know that a Metzeler MX is a good rock tire, but what does a Pirelli Deltacross do?

To be honest, half the time even we don't know, but we're going to reveal to you one of the

mystical secrets of the experts. We're going to show you how you can just glance at a tire and tell immediately what it was designed for. Ready? It's really very simple.

## WHERE'S YOUR KNOBS?

The simple way to make a snap judgment on a tire is look at the knob pattern. If the knobs are relatively small, yet very long and spaced wide apart, that tire is designed to work in mud and sand. The long knobs are able to dig down deep for a good grip on the soft surface, and the wide spacing is to allow the mud to fall out of the tread when the tire rolls up off the ground. Take a good look at a Dunlop 990 for a classic example.

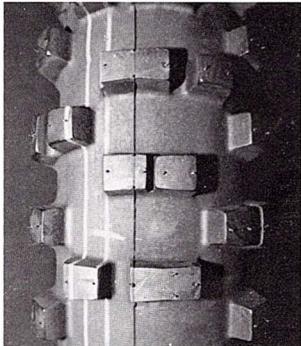
It's interesting to note, too, that with these mud tires the better ones have a very large radius where the knob connects to the carcass of the



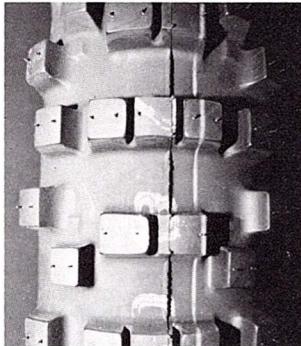
tire—the knob doesn't sit flat square on the body of the carcass. This is to keep the knobs—which are subject to a lot of ripping stress—connected to the carcass, and to help limit how much they flex. If the knobs are allowed to flex a lot, you feel quite a bit of "squirm" from the tire when you cross hard surfaces.

Conversely, a tire that features wide, flat knobs and less spacing between is designed for hard motocross tracks and rocky surfaces. Look at the Bridgestone M-22/M-23 for a good example. The knobs are short and spaced close together to get the maximum amount of rubber to the ground, and to limit flex and tearing of the knobs.

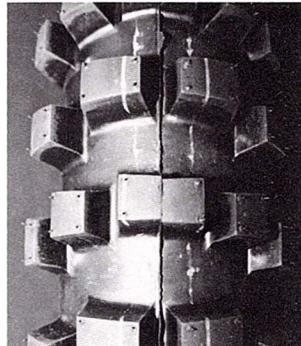
Intermediate terrain tires use a combination of these features to try to achieve a tire that can do many things. Most often, intermediate tires fea-



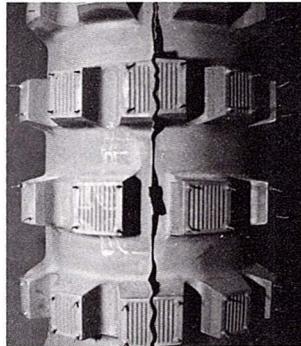
Dunlop K990: mud and sand



Dunlop D752: soft/intermediate



IRC M5B: intermediate



Metzeler Multi-Cross:  
intermediate/hard

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JULY

AUGUST

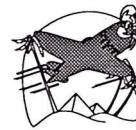
Montgomery's Cascade Cola de Caballo Labor Day  
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Dep. Laredo, TX 8:00 a.m. Sun. 2nd - Ret. 3:00 p.m. Sat. 8th

Yucatan Peninsula or Honduras Dual Sport Ride  
tentatively planned for 13th - 26th

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ture relatively short knobs (compared to a sand tire) with semi-wide spacing and very tough construction. If the tread is more of a "paddle tire" design the intermediate tire will favor softer surfaces, and if the knob pattern is tight and close together it will favor hard terrain.

#### RASH GENERALIZATIONS

Obviously, all of these tires will work fabulously in "perfect dirt." If you ride in damp forest loam all the time, your tire choice is simple—buy the cheapest you can find!

Now, aside from what you can immediately see, tires also differ internally. Actually the science is quite complex, but we're going to make a few blanket statements in the rest of this article that not all tire experts will agree with, but they're

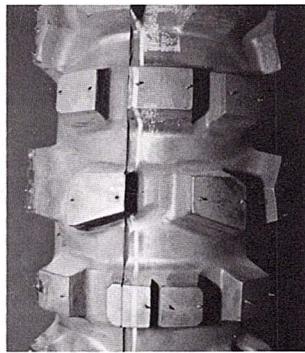
accurate enough to allow you to use them to your advantage when picking tires.

A "two-ply" tire is lighter and more fragile than a three- or four-ply tire. Two-ply construction is common in mud and sand tires (another reason why they're not that great in rocks), and rock tires can be as heavy as five- or six-ply. Ply material also makes a difference. Usually, nylon is used for soft terrain tires and polyester is used for hard-track tires (it's tougher).

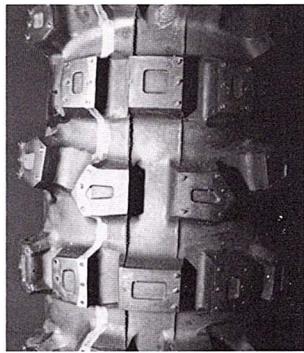
Tire experts also talk about "grip level" of the rubber compound used to mold the tires. If the tire feels "sticky" to you when you squeeze a knob, it has a high grip level, which is more suited to rocks and pavement. Soft terrain tires usually have a low grip level because it isn't

needed for sand or mud (there's nothing for the rubber to grip to anyhow—traction is all in the knobs).

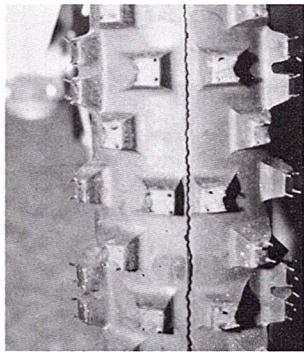
So now, if you spot an attractively priced tire at your dealers that you've never heard of, you know what to do. Ask yourself what kind of terrain you're going to be using it on, and then look at the construction of the tire. Has it got an open knob pattern or a real tight one? Are the knobs small and long, or short and stout? Is it a light two-ply tire or a heavy, multi-ply tire that will hold up in rocks? If you take the time to match the tire to the riding you plan to do you'll get better traction and you may even get more life out of your tires. It's just that simple. ☺



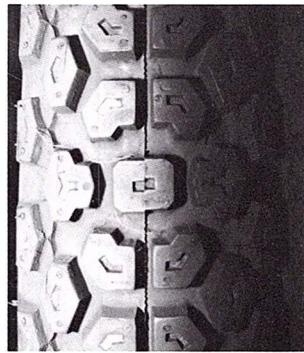
Dunlop K695: intermediate/hard



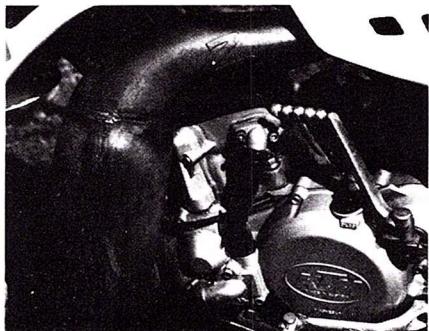
Bridgestone M22: hard



Pirelli Sandcross: sand/mud



Street/trail tires: pavement



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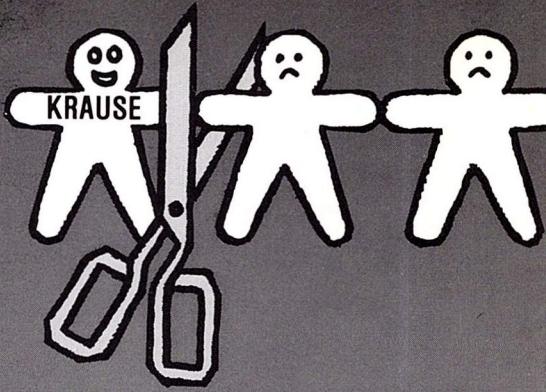
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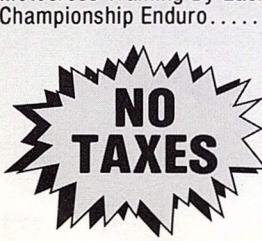
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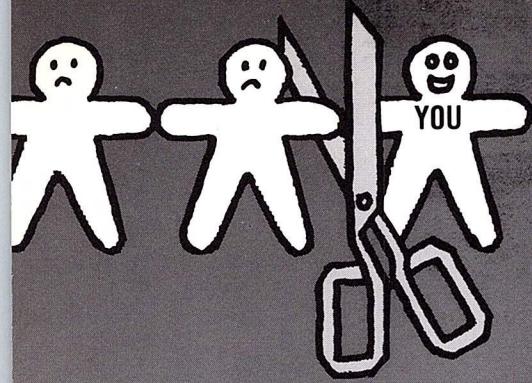
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# **PILGRIM SANDS BONEYARD!**

Riding the John Monahan Memorial Enduro was many things to many people, but to all it was tough!

By Alan Rustici

Photos by Desiree Wyatt and Steve Tower

Freetown, MA 4/29

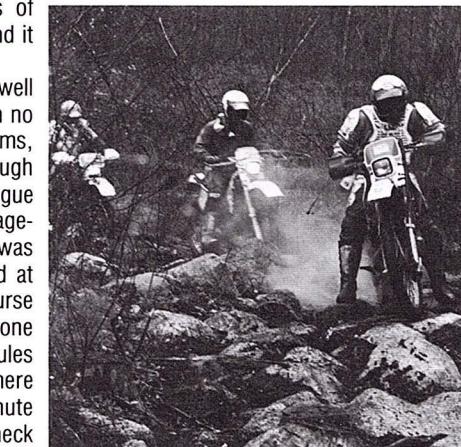
The mudhole was beginning to lurk. It had been simply hovering in my mind, but now it was definitely lurking in a sinister way. The reason was that I had just left my chain guide lying on the ground and ridden away.

It was in the John Monahan Enduro, held April 29th in Freetown, Massachusetts. The course consisted of two laps around a 40 mile loop. The trails were about a fifty-fifty mix of sandy, well-bermed single track which were fun, and boneyards, which were not. At one point the route sheet stated: "Welcome to Bedrock." It was not at all amusing at the time. There were

only about 2 miles of road on the loop, and it was raining.

The first loop went well enough for me, with no mechanical problems, and there were enough resets that my fatigue was kept to a manageable level. Everyone was doing math out loud at the resets. The course was such that everyone was late, and the rules were Brand X (where you assume the minute you entered the check on, no matter how late). The resets gave you just enough mileage to get you back on time with a couple of minutes to spare before going into the next section to lose more points.

There were a couple of discussions between people riding on the same minute as to what time they should be leaving. It's funny what riding through the woods for a *The start area became a challenge very early on, and made life miserable for more than a few.*

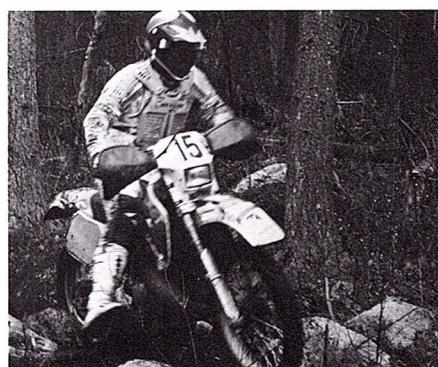


*They'll be talking about the boneyards for months afterwards!*

couple of hours in the rain can do to make simple arithmetic so interesting.

Just before coming into the last checkpoint at the start area there was a mudhole. A big mudhole. The kind of mudhole with big rocks and deep water holes and bottomless ruts. It was also the kind with a lot of spectators. On lap one, I made it through fairly easily, having tipped over only once when I hit a rock that was cleverly disguised as a puddle. It could have been worse.

Being moderately refreshed by a sleeve of fig newtons and about a gallon of water, I was guardedly optimistic as I set out for lap two.



*Bert Guerrette borrowed Kevin Hines' practice bike and won the overall.*

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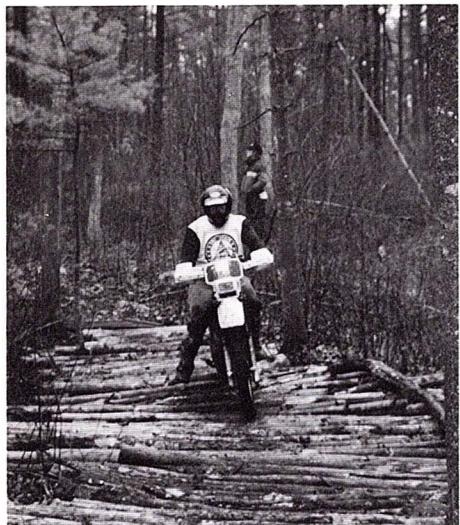
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Dave Carlson rides a relatively smooth corduroy section. Don't gas it, Dave!

"Emergency check, really? You guys are taking seconds here?"

The trouble was that the plastic chainblock that is supposed to live back by the rear sprocket had decided to relocate to the countershaft area and had gotten wedged between the chain and the front sprocket. There was nothing for it but to take out my knife and cut the offending plastic out of the way. This got the bike moving again okay, but left my chain very susceptible to derailment. This is when the mudhole began to haunt me.

At the next boneyard the chain derailed. I adjusted the tension as much as I dared at a reset and hoped for the best. I get very nervous about chains because the first enduro I ever entered lasted only seven miles after the chain came off.

"Just ride the course, it'll be over in a couple of hours," I told myself. It was about five miles into the second loop that my chain guide fell off. I was blazing a new trail around a particularly nasty boneyard when the bike stalled. I kicked it over, let the clutch out, and it shut itself off.



It got so thoroughly jammed between the countershaft sprocket and the engine that it took myself and two sweep riders to get it out. Riding the second loop with no chain guide and a rock infested, spectator-lined mudhole to look forward to, I was not in the best of spirits.

The route sheet mileage was 125.5 and when my odometer ticked past 120, I knew the moment of truth was approaching. 121, 122, almost over, 124! I turned a corner and there it was. A horde of spectators, anxious for disaster, and about a hundred yards of extremely ugly terrain.

## THE SWILL HOLE FROM HELL

By Steve Tower

As I walked across toward the finish check of the John Monahan Enduro, I wondered just how far I would walk into the woods for a good view of the action. Little did I know that lurking a short distance from the last check was the "Swill Hole from Hell." One hundred and fifty yards of nasty, boney, rocky, log-filled swill that humbled many of NETRA's top enduro riders and left the rest in a world of hurt.

Like a giant sleeping ogre, the "Swill Hole from Hell" lay peaceful and quiet as spectators gathered around to admire its idle strength, knowing that to awaken it would be unleashing an awesome power capable of picking off riders with ease

(or should that be "grease"?").

The first few riders made it through unharmed, not realizing just how lucky they were. By the time the tenth rider passed through the Swill Hole from Hell had reared its ugly head and was swatting riders from their bikes, much the same way a bear would pull fish from a stream. More than one victim was claimed before all the riders had paddled through on the first lap. One unfortunate soul on a Suzuki RMX went over the bars in a perfect flying W formation, only to land head first in enough swill to fill his helmet. Not a pretty sight.

A & B riders were required to do two loops, which meant another shot at NETRA's best for the Swill Hole from Hell. What happened

then was not meant for the faint hearted.

Some of us watching could tell many riders had a plan of attack set before arriving. Bert Guerrette went through in his usual steady unrelenting pace which not only proved that he is a great rider but that a 1990 KTM can second as a stone grinder, as we watched a shower of sparks come off his rear sprocket.

Most of what I witnessed on the second loop could be considered criminal. How could these riders treat their bikes in such an inhumane way? Tears pooled in my eyes as I stood there watching some of the most respected enduro machinery thrashed and beaten; through, over and around the worst section of rocks, roots, muds logs and more rocks that I had ever seen.

One particular rider aboard a 1989

KTM 250 had a totally unorthodox approach to the Swill Hole from Hell. While keeping the engine of his bike singing, he used the clutch to launch his bike from one spot to the next, hanging onto the bars as if they were a water ski tow rope. Much to my surprise, this leap frog technique was very effective as ugly as it was to watch. At a few points during this bike bashing, I was concerned that a police officer was going to appear from behind a tree and start passing out tickets for cruelty toward motorcycles!

Hats off to trail boss Ken Crane and his band of Pilgrim Sands Trail Riders for making a successful transition of the John Monahan Memorial from hare scramble to an enduro. With some encouragement from NETRA members, maybe we can make this an annual event....

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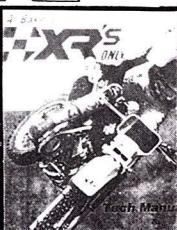
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#### AN OPPOSING VIEW...

"Freetown Enduro '90? Two 40-mile loops of half virgin, half-fast stuff, one endless rock garden covered with mud. I loved it! Give me 100 miles of that every Sunday! Hey, that's why us Yankees do good at Blackwater. Like Camp Director Hines says, 'You gotta love it!' Tommy Norton, who, deep in his heart, really wanted to ride a hare scramble, and finished out of the running with 102 early points."

Slowly I picked my way through the first water crossing. No problem. gingerly I eased my way through a cluster of rocks, looking for a line that had as few obstacles as possible on the side of my vulnerable chain. My rear wheel dropped into

a rut, I gassed it, and promptly fell over. Grabbing for the clutch to keep the bike running, I hauled it back up on two wheels.

Looking down, the chain was still on. Good. I stood beside the machine, let the clutch out and gave a push. I was instantly grabbing for the clutch again as the bike stood on its tail. When the front end came down, the bike was at right angles to the trail, and leaning against a tree. I paused for a moment to catch my breath, and then yanked the bike back into the right direction. I was about halfway through.

I went through some deep water and into another rut. I was sure the chain had come off when the bike stopped moving and started revving. Looking down, I saw that the axle had gotten hung up on the walls of the rut and the tire was not making contact

with it at all, but the wheel was still turning—I was in luck. I pulled the back end out of the hole and looked at the check point, now only about a hundred feet ahead. I had made it!

I headed out of the swamp and gunned it towards the muddy bank. I aimed for what looked to be the least of the ruts on the bank, upshifted, hit the rut like a berm, and felt the bike drop out from under me. I was thirty feet from the finish, and the bike was up to the fenders in a rut. If it hadn't been for the fact that I was so close to the end, I never would have found the strength to lift that bike out. Pulling first the rear, then the more stubborn front wheel out of the hole, I remounted, started the bike, and rode across the finish. I was extremely glad it was over.

The Monahan was the type of event that forces me to really stretch my definition of the word "recreation." It would be just about impossible to explain to an outside observer why people do this. It would be even more difficult to explain why a simple thing like the chain still being on your sprockets makes you so happy. Some people just wouldn't understand.

*No official results were available at the time we went to press, although it was generally agreed that Bert Guerrette won the overall. When we receive the Monahan Memorial results we will print them in the Eastern News column.*

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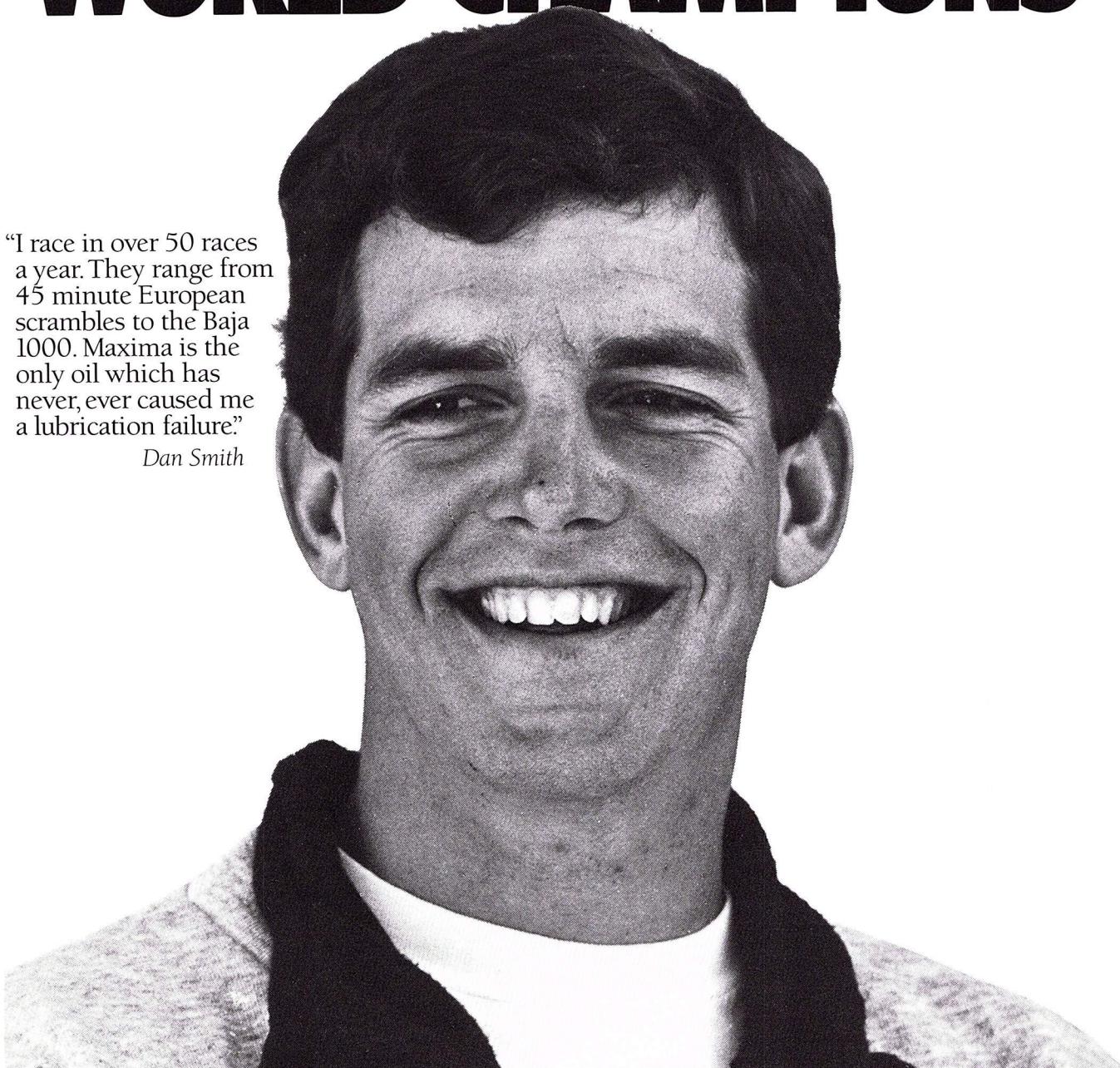
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# July 15

KEY TIME - 8:00 A.M.  
 AMA & ECEA Sanctioned  
 DISTRICT 7

STARTING PLACE - BLAIN FIRE COMPANY CAMPGROUNDS, BLAIN, PA. 8:00 A.M. Key time. For directions see map on back of entry. ENDURO INFO - 80 miles. ENDURO will consist of 2 loops with the gas stop at the campground.

**RIDERS REQUIREMENTS** - All riders must have the following at registration: AMA & ECEA cards; ECEA testing for enduro licenses will be conducted at no charge, Sat. Registration from 2:00 P.M. to 7:00 P.M. Sat. and after 6:30 A.M. Sun. RIDERS MUST BE 16 OR OLDER TO RIDE, AND MUST SIGN A YOUTH RIDER RELEASE FORM (Please call for form)

**MACHINE REQUIREMENTS** - As public roads will NOT be used in the enduro, NO LICENSE - NO INSPECTION - NO HASSLE. A sound test will be given from 3:00 P.M. to 7:00 P.M. Sat. & after 7:00 A.M. Sun. Motorcycles must have: SPARK ARRESTOR, SOUND LEVEL NOT TO EXCEED 105 dba AT 20 INCHES.

**DRAWING DATE** - July 8, 1990 ALL post entries will be assigned. Make checks payable to: SORR, Inc. R. D. 1, Box 135K, Hershey, PA 17033 (717) 533-4251 for information. Any calls Fri., July 13th or Sat., July 14 call (717) 536-3604. Please keep calls to a minimum! NO PHONE ENTRIES.

**CAMP FACILITIES AVAILABLE** - Large, flat, grassy campgrounds with plenty of shade, and SOME electrical hookups. Food available both Sat. & Sun. Breakfast will be available Sun. morning. If you bring your pets, please keep them restrained.

Please leave mini bikes at home. Any pit racing done by riders or children will result in disqualification of rider and/or Guardian of Child. This applies to before, during & after event. NO bikes may be started between 7:00 A.M. SATURDAY & 7:00 A.M. SUNDAY.

### Release and Waiver of Liability and Indemnity Agreement

Name \_\_\_\_\_ Age \_\_\_\_\_

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Phone (area code) \_\_\_\_\_

ECEA No. \_\_\_\_\_

AMA No. \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Rider's Class (check one)

- AA       A       B       C
- Senior A (40+)       Senior B (40+)       Women
- Super Senior A (50+)       Super Senior B (50+)
- 4-Stroke A       4-Stroke B       4-Stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature \_\_\_\_\_

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# "The tests in MOTORCYCLIST and DIRT RIDER are excellent."

**—Ben Cheatwood**



PHOTO: DAN McCUALEY

**Name:** Ben Cheatwood

**Occupation:** Eastern regional motorcycle parts and accessories administrator, American Honda Motor Company

**Preoccupations:** AMA announcer for roadrace, motocross and dirttrack events; formerly the motorcycle editor/announcer for "Motornet Motorsports Report," a daily motor-racing program carried by 300 radio stations nationwide; promoter, North Georgia Mountains 50cc Road Reliability Run.

**Memorable event:** "When the MB5 came out in '82 it wasn't selling too well, so as district sales manager for Honda, I came up with an event to help dealers sell it—the 50cc Reliability Run. It's pure silliness whose only point is to prove you can have fun on any



PHOTO: BERT SHEPHERD

kind of motorcycle. The big reward is guys like John Penton, Bob Hannah and Gary Bailey, plus average fun-loving riders, keep coming back and say it's the best time they've had on a bike. In '85, Penton and Hannah fought it out all day and were tied in points, so we got out the bathroom scale and weighed them, and the fat guy won. So many big names in motorcycling turn up that we've created a class called Nationally Entertaining Riders Division, or NERD for short. The whole thing is just a hoot."

**Riding history:** "I had my first ride on two wheels, a Montgomery Ward Silver Pigeon scooter, at 15. The next summer I shoveled manure on my uncle's mink ranch to buy my first real motorcycle, a brand-new \$600 CB160. I worked in a motorcycle shop and rode desert until I graduated from college. When I moved to Georgia in 1973 to work for Honda, I started riding Eastern enduros. I try to ride every day, if I can. Give me a trail ride or a good street ride in the mountains, either-or. Motorcycling is fun! It's something I enjoy doing with my family, and I like every aspect of the sport."

#### **Bikes currently owned:**

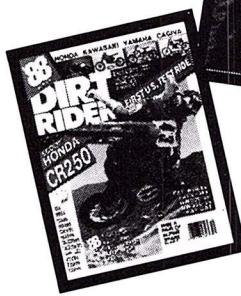
"When I lived with my parents, my mother said, 'You can only have one motorcycle while you live

here, but when you leave you can have an acre of them.' And I'm working on it real hard. I have about 35 bikes, including 17 MB5s, a Nighthawk S, the eighth Honda 350 twin ever made, and a Super Hawk. I built a separate garage for the bikes, so if the house burns down, I won't lose the good stuff!"

**Magazines:** "As close as I am to the industry, there are still lots of bikes I can't get my hands on and ride. The tests in MOTORCYCLIST and DIRT RIDER are excellent alternatives to riding hard-to-get motorcycles. DIRT RIDER is something my son and I share together. He enjoys the riding tips by Malcolm Smith and Bob Hannah, and my favorite is Hertfelder's 'Duct Tapes,' because he has fun regardless of his riding ability. I like the 'Trail Tips' and 'Street Wise' sections that let readers be part of the magazines and share their ideas for making riding better. I also read MOTORCYCLIST's 'Sport' pages because my involvement in announcing requires insight into the racing scene and there's stuff in there you just can't read any place else."

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## COMPETITION

1990 AMA/Wiseco/Yamaha/Yokohama Grand National Cross Country Series, Rounds 1 & 2

# From Tobacco Road to Tennessee

Scott Summers and Jeff Russell score wins in the opening rounds

Photos and notes by Davey Coombs

### Sanford, NC; Hurricane Mills, TN

Jeff Russell survived a mudfest at the Sandflea 100 GNCC opener to take home his first overall win of the season. The Yamaha YZWR pilot swapped leads with some of the best hare scrambles riders in the country—Ed Lojak, also

on a Yamaha; KTM pilot Kevin Brown; Duane Conner, Mark Hyde—everybody was out for the start of the season.

The clouds were also out, and three weeks of rain prior to the event turned it into a real mudder, causing a lot of wrecks and helping the constant lead-changing that went on during the day. Brown's holeshot lasted a short time before he lost control over a muddy ditch and tweaked his knee. Next up was Ed Lojak, a formidable competitor and always favored for the win when he gets in front. But Lojak took a long line around a mudhole on the second lap



Scott Summers torqued his XR600 to the overall win in Tennessee. He started in dead last, and repeated his 1989 performance.

and picked up arrows from a different race. By the time he got back on course he was two minutes behind the new leaders.

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Team Yamaha's Jeff Russell won his first GNCC Overall in North Carolina.

That would be Kawasaki rider Duane Conner. Conner led the pack for a couple of laps and then started fading back, a victim of the heat. This gave the lead to Russell, who stretched it out to three minutes over Lojak, and then five full minutes at the finish. Third was B-class Yamaha rider Frank Keegan, who actually spent time in second during the day. Tim Shephard was fourth, and Tommy Harris was fifth—and the top five riders were all Yamaha-mounted, that's correct!

Three weeks later at Loretta Lynn's in Tennessee the pecking order was changed about some. Honda XR600 rider Scott Summers,

who had crashed out at the Sand Flea, took the overall win with six minutes to spare over second place Greg Zitterkopf. Summers took three or four kicks to get his four-stroke fired at the start, and headed into the woods dead last. Before the end of the second lap he had thundered into the lead, and was never challenged from there on out.

Zitterkopf actually took

the lead straight off, but bailed off a few times and let Lojak and Steve McSwain past. Lojak looked like he was going to pull a patented disappearing act, but when his rear brake failed he dropped way back in the pack. "It took about six minutes to fix and bleed, but then I tried too hard to make it up and crashed." Lojak eventually finished the long day in fifth.

Duane Conner was third at Loretta Lynn's, and Russell finished fourth. Russell was reeling in Conner towards the end, but came in through the hay bales on the white flag with a rear flat. Rather than take the time to change the wheel he decided to charge after them, flat and all. He

#### SAND FLEA 100 GNCC Class Results

##### OPEN A

1. Mark Hyde KTM
2. Joseph Zierman ATK
3. Matt Spigelmyer KTM
4. Greg Holden KTM
5. Greg Zitterkopf ATK

##### 250 A

1. Jeff Russell Yam
2. Ed Lojak Yam
3. Frank Keegan Yam
4. Tom Shephard Yam
5. Gary Roach KTM

##### 200 A

1. Gene O'Nail Yam
2. David Fallas KTM
3. Stan Lojak Yam
4. Michael Burk Suz
5. Craig Jones Kaw

##### 4 STROKE A

1. Carey Stump KTM
2. Harvey Whitaker Hon
3. Robert Bennett Hon
4. Joseph Lawson Hon

##### JUNIOR

1. Tom Harris Yam
2. Buren Hamrick Yam
3. Michael Cornett Yam
4. Jaision Deroche KTM
5. Mike Frazeen Yam

##### VET A

1. Richard Kresic Hon
2. Paul Michels ATK
3. Robert Neeley Kaw
4. Mike Mc Carren Yam
5. Terry Mealer Yam

##### SENIOR A

1. Joe Lojak Yam
2. Bruce Triplett Kaw
3. Randy Duckworth Hus
4. Dave Coombs Yam
5. Wade Summers Hon

##### OPEN B

1. Flip Jendre KTM
2. Glenn Holcomb Hon
3. Sam Dyke KTM
4. Douglas Miller Hon
5. Gary Severns Kaw

##### 250 B

1. Ronald Palermo Yam
2. Jeff Lowry Yam
3. Elvin Houston Suz
4. Steve Gifford Hon
5. Jeffrey Hupp Hon

##### 200 B

1. Steven Smith Kaw
2. David Black Kaw
3. Matt Aubele Kaw
4. Roger Nichols Kaw
5. James Horne Kaw

##### 4 STROKE B

1. Walter Mc Clean
2. Don Bohn Suz
3. Terry Lotlin Hon
4. James Stanley Hon
5. R. Christopher Hon

##### VET B

1. R. Mansberger KTM
2. M. Bradshaw KTM
3. Sam Forrester Yam
4. H. Nicholson KTM
5. Bill Sherrill Kaw

##### SENIOR B

1. John Gallagher

2. David Dehner Kaw
3. Nick Corwin KTM
4. Worth Carswell C-A
5. Charles McLevy KTM

##### SUPER SENIOR

1. Harry Greenlee Yam
2. Doanld Harless Yam
3. E. Huffman KTM
4. Bill Hartsell Kaw
5. Holt Smith Sr. Kaw

##### NOVICE

1. Vance Earl Hon
2. Forrest Cowen
3. John Carswell Suz
4. Gary Smith Yam
5. Jason Stevenson

##### TEAM

1. G. Kendel/T. Coffee Suz
- YOUTH**
1. Robert Stock Suz
2. Jason Ward Kaw
3. Mark McGrath Suz
4. Shawn Belville Yam
5. Daniel Morrison Kaw

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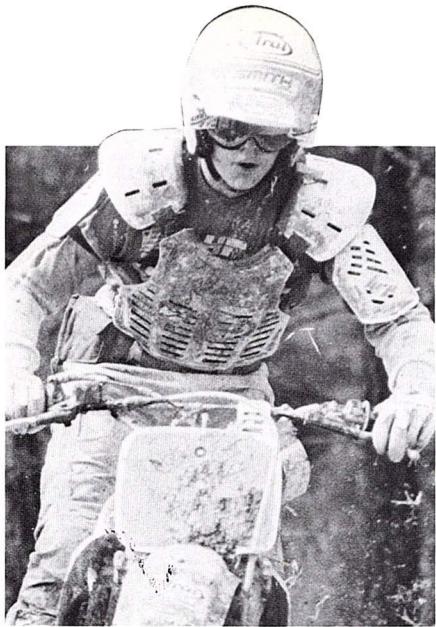


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Ed Lojak is going for GNCC title number 10 this year.

got closer to Conner, but finished third after all. That's racing!

LORETTA LYNN GNCC Class Results		
<b>AA</b>		
1. Scott Summers	Hon	4. Scott Dyke KTM
2. Greg Zitterkopf	ATK	5. Brett Chitwood Hus
<b>250 B</b>		
1. Ronald Palermo	Yam	1. Scott Dyke KTM
2. Jeff Lowery	Yam	2. Brett Chitwood Hus
3. Glenn Buchanan	Hon	3. Glenn Buchanan Hon
4. Gary Bugg	Kaw	4. Elwin Houston Suz
5. Elwin Houston	Suz	5. Elwin Houston Suz
<b>OPEN A</b>		
1. Johnny Robbins	Hon	1. Kevin Hull Yam
2. Rod Thurley	KTM	2. Joe Hamor KTM
3. Ken Johnson	ATK	3. John Roth Hon
4. Chris Graber	Yam	4. Danny Barkley Kaw
5. Todd Snider	Yam	5. Ryan Campbell Yam
<b>200 B</b>		
1. Aaron Sanders	Suz	1. Aaron Sanders Suz
2. Don Bohn	Suz	2. Don Bohn Suz
3. James Stanley	Hon	3. James Stanley Hon
4. M. Niggemyer	Hon	4. M. Niggemyer Hon
5. I. Thompson III	Hon	5. I. Thompson III Hon
<b>4 STROKE B</b>		
1. R. Mansberger	KTM	1. R. Mansberger KTM
2. H. Nicholson	KTM	2. H. Nicholson KTM
3. Alan Brutto	Kaw	3. Alan Brutto Kaw
4. John Strange	Hon	4. John Strange Hon
5. Sam Forrester	Yam	5. Sam Forrester Yam
<b>VET B</b>		
1. John Gallagher	KTM	1. John Gallagher KTM
2. David Dehner	Kaw	2. David Dehner Kaw
3. Worth Carswell	C-A	3. Worth Carswell C-A
4. Jansen Dukes	Kaw	4. Jansen Dukes Kaw
5. Steve Zdybicki	Suz	5. Steve Zdybicki Suz
<b>SENIOR B</b>		
1. Harry Greenlee	Yam	1. Harry Greenlee Yam
2. Donald Harless	Yam	2. Donald Harless Yam
3. Willard Root	ATK	3. Willard Root ATK
4. Earnie Huffman	KTM	4. Earnie Huffman KTM
5. William Yontz	Suz	5. William Yontz Suz
<b>SUPER SENIOR</b>		
1. Gary Kendel/Tom		1. Gary Kendel/Tom
Coffee		Coffee
2. Dana Cash/John		2. Dana Cash/John
Cash		Cash
<b>TEAM</b>		
1. Mike Waters	Suz	1. Mike Waters Suz
2. Phil Stanfill	Yam	2. Phil Stanfill Yam
3. Mike Decherd	Hon	3. Mike Decherd Hon
4. John Carswell	Suz	4. John Carswell Suz
5. Jeff Richardson	Hon	5. Jeff Richardson Hon
<b>NOVICE</b>		
1. Robert Stock	Suz	1. Robert Stock Suz
2. Jason Ward	Kaw	2. Jason Ward Kaw
3. Mark McGrath	Suz	3. Mark McGrath Suz
4. Shawn Belville	Yam	4. Shawn Belville Yam
<b>YOUTH</b>		
1. Flip Jendre	KTM	1. Flip Jendre KTM
2. Gary Severns	Kaw	2. Gary Severns Kaw
3. Elmar Kruza	KTM	3. Elmar Kruza KTM
<b>OPEN B</b>		

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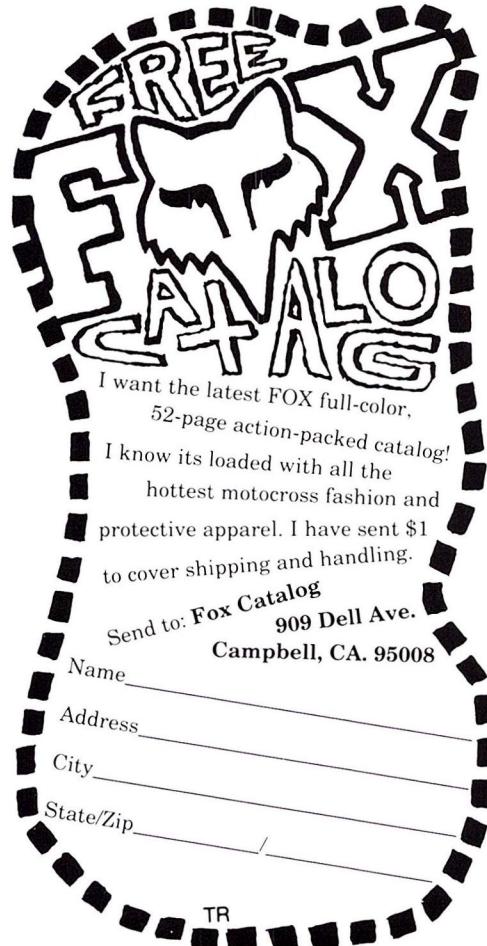
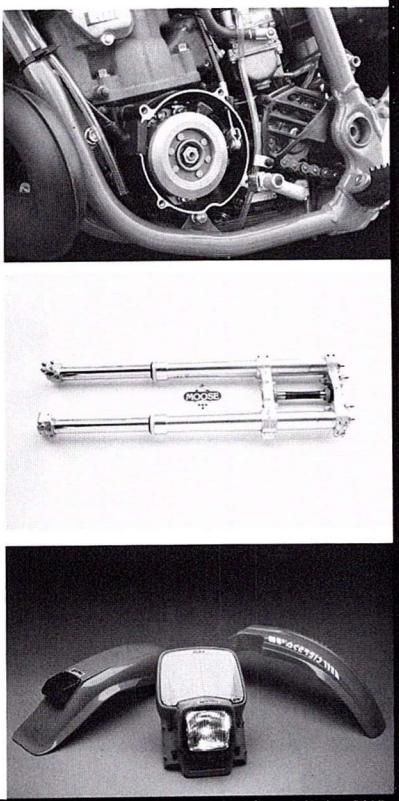
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Two truck loads? How big is your truck?

We had a chance to find the answer first hand last April, when the ECEA helped out the Burlington County Federation of Sportsmen's Clubs on their annual woods clean-up day. The BCFSC, consisting mainly of hunters and sportsmen in the South Jersey area, annual hosts this clean-up to benefit the state forests in New Jersey. It's a job that is simply too overwhelming for the understaffed Rangers to handle; and besides, who better to use for the job than people who use and love the woods?

We helped out last year when the BCFSC had their



*Familiar sight? We ride through garbage like this every weekend. It's a far cry from what the environmentalists think we ride in. This spot was cleaned up completely by the Pine Barons.*

*Just a small portion of the tires we all picked up.*

clean-up, after Lindsay Pirie of the Pine Barons came to know the group and join on the behalf of the ECEA—the Federation is more than just

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CDR members fill up a pickup truck on the way to the really trashy spots.



Cleaning out the cellar hole of an abandoned building. Ruins like this dot the Pines, often dating back to the 1700s. History? Forget it—people dump trash into them.



Tri-County members dragged these car bodies out of an abandoned gravel pit and stacked them neatly for the recyclers.

hunters, several other interest groups are member organizations. Last year we supplied almost 60 volunteers; this year, with more advance notice, there were 157 ECEA people involved, from the Ridge Riders, Tri-County, Pine Barons, MCI, SJER, OCCR, DER, CDR, Meteor, VFTR, and a few non-club members.

In all, there were 323 people assembled in the morning, a very good turnout since the weather had gone gray and sour. Certain problem spots in and out of the Forest were earmarked for clean up, and groups were encouraged to sign in and then move out to areas they felt needed cleaning—for example Meteor MC cleaned up Route 563 heading into Green Bank, and Pine Barons concentrated on Carranza Road in the Wharton State Forest. A large group of people, including

members of Tri-County, went off to a local gravel pit that had been severely trashed. This place—Murphy's Pit—had been so abused that the Federation had two 30-yard dumpsters dropped off right in the pit, and they fully expected them to be filled.

Well, their expectations weren't off. The two dumpsters were indeed filled, and Tri-County members also dragged at least two wrecked cars out of the weeds and left them neatly by the dumpsters.

What was the final tally? How trashed were the woods? Okay, listen to this: in all, we filled eight 30-yard dumpsters with plain old trash—abandoned junk, wood and metal from construction jobs, oil drums, household trash and all manner of filth. Also, roughly 3,000 tires—yes, you read

it right—were dragged out and stuffed into huge trailers (they were still hauling them away on Wednesday). And we picked up six tons of bottles, filling up three recycling trucks.

The bottles are the most annoying. Most of them were beer bottles, and they were deposited up and down both sides of every road. The haulers get \$10 a ton for bottles taken to the recyclers, and they'll be the first to admit that \$60 doesn't pay for their day. Aluminum cans were a very rare find during the cleanup. Why? Because you can get...what, eight cents a pound for them at the recycling drop off? Lots of people go out and pick up aluminum, just for that eight cents a pound. So far, I've never seen a better reason to institute a "bottle deposit" law in this state. Make the bottles worth something and

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Here's an example of the kind of trash we can't pick up. Unfortunately, this is also all too common in the Jersey woods.

they'd simply disappear.

Without a doubt, we made a huge impact on the roads we picked up, but the trash is still out there, folks. Fenced-off hazardous waste dumps still dot the landscape, and we can't touch them. Roads we missed are still lined with bottles and trash, and as long as we live in a nation of pigs and short-sighted politicians they're not apt to get any cleaner. If you want to give something back to the forests we all use, and also get a good feeling for a job well done, get your club together and head out to the woods. Take plenty of trash bags, though. You'll need them.

*Clean-up tip: Have you ever witnessed people dumping trash in the woods? How about companies dumping hazardous waste or manufacturing trash in old gravel pits? Frustrated? Well, have we got a tip for you! Rather than setting fire to their trucks while they're in the act of dumping, in this neck of the woods you can report them to the Burlington County Board of Health (or whatever county you're in). You see, the police have to go through the whole arrest and conviction/court trial thing, while the Board of Health has the exclusive power to shut their company down cold, since they're creating a public health hazard! So keep your eyes open when you're out riding, and you may be able to shut down some miserable pig's business and make the world a little nicer!*

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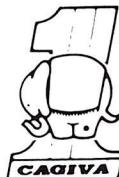
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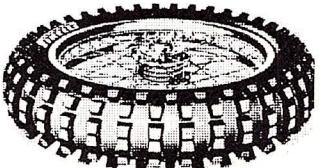
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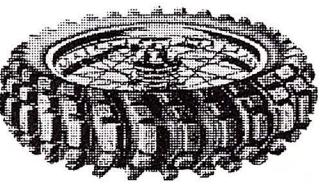
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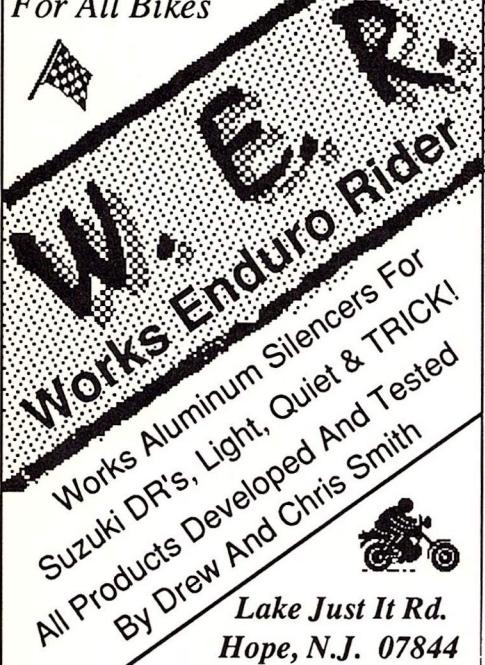
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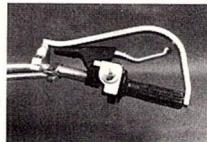
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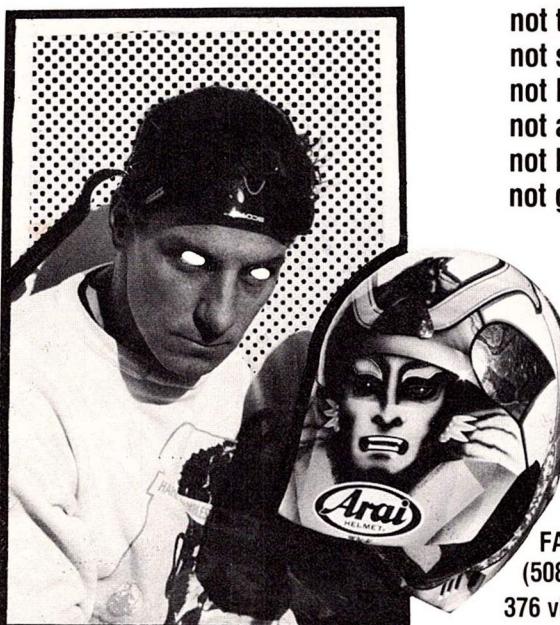
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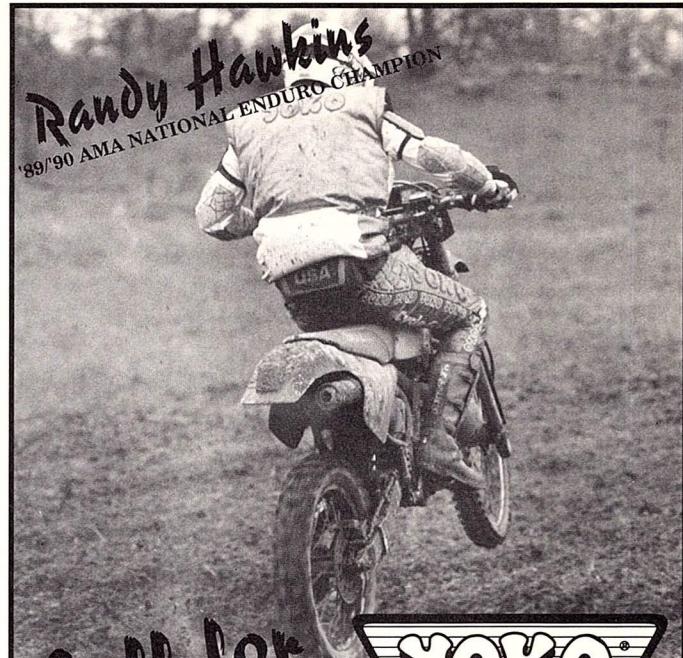
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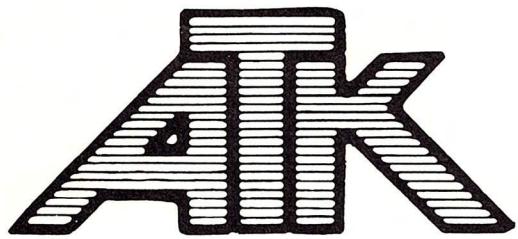
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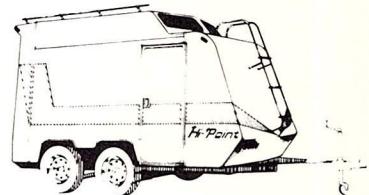
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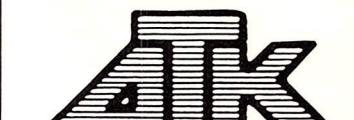
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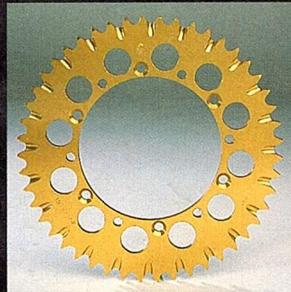
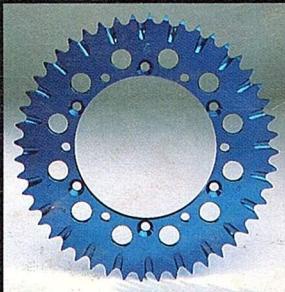
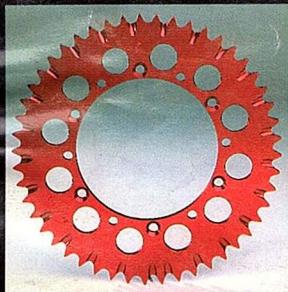
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